

DEPARTMENT OF PLANNING
STAFF REPORT

PLANNING COMMISSION PUBLIC HEARING

DATE OF HEARING: October 15, 2007

SPEX 2006-0039; GREENE MILL PRESERVE COMMUNITY CENTER PARKING

DECISION DEADLINE: Extended to October 15, 2007

ELECTION DISTRICT: Dulles

PLANNER: Jane McCarter

EXECUTIVE SUMMARY

Woodland Properties, LLC of Reston, Virginia has submitted an application for a special exception to permit a reduction in the required number of off-street parking spaces for the community center from 25 spaces to zero spaces in the PD-RV (Planned Development-Rural Village) zoning district. This application is subject to the Revised 1993 Zoning Ordinance and the Board of Supervisors may by special exception approve a reduction in required parking spaces pursuant to Section 5-1102(F). The property is approximately 0.63 acres in size and is located on the north side of Solti Way, just north of Black Branch Parkway, 0.7 mile west of Evergreen Mills Road (Route 621) at 41074 Solti Way, Leesburg. The area is governed by the policies of the Revised General Plan which designates this area for rural economy uses and limited residential development.

RECOMMENDATIONS

Staff supports approval of the application with the Findings and subject to the conditions of approval dated September 21, 2007 outlined in the staff report. The applicant has not yet agreed to the recommended conditions of approval.

SUGGESTED MOTIONS

1. I move that the Planning Commission forward SPEX 2006-0039; Greene Mill Preserve Community Center Parking; to committee for further discussion.

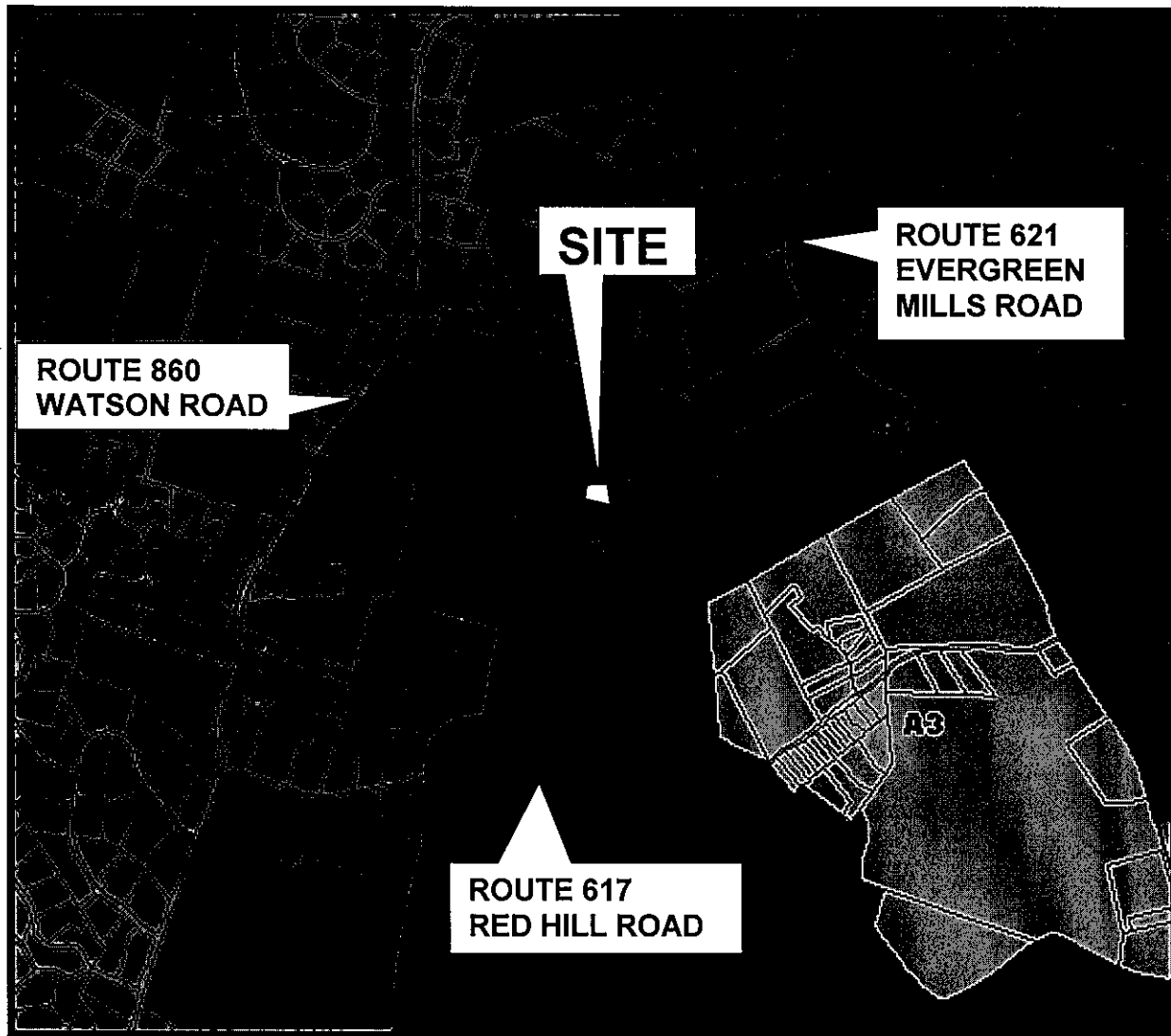
OR

2. I move that the Planning Commission forward to the Board of Supervisors with a recommendation of approval SPEX 2006-0039; Greene Mill Preserve Community Center Parking; subject to the Conditions of Approval dated September 21, 2007 and based on the Findings in the October 15, 2007 staff report.

OR

3. I move an alternate motion.

VICINITY MAP



RURAL VILLAGE OF GREENE MILL PRESERVE SHOWN IN RED

Directions: From Leesburg Bypass turn south onto James Monroe Highway (Route 15), approximately 0.5 miles to the intersection with Evergreen Mills Road (Route 621). Turn left onto Evergreen Mills Road (Route 621) proceeding southeast approximately 6.7 miles to Black Branch Parkway on the left. Enter the Greene Mill Preserve community via Black Branch Parkway. The first intersection on Black Branch Parkway is with Dinah Place. Turn left onto Dinah Place proceeding approximately 400 feet to the intersection with Solti Way. Turn left onto Solti Way and the community center is located on the right at 41074 Solti Way.

TABLE OF CONTENTS

| | | |
|-------------|--|-----------|
| I. | Applicant Information..... | 4 |
| II. | Referral Agency Comment Summary | 5 |
| III. | Findings for Approval | 6 |
| IV. | Conditions of Approval | 6 |
| V. | Project Review | 7 |
| | A. Context | 7 |
| | B. Summary of Outstanding Issues | 7 |
| | C. Overall Analysis | 8 |
| | D. Zoning Ordinance Criteria for Approval | 10 |
| VI. | Attachments..... | 14 |

I. APPLICATION INFORMATION

APPLICANT Woodland Properties, LLC
Mr. Barry Schwartz
2100 Reston Parkway, Suite 500
Reston, Virginia 20191

REPRESENTATIVE Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
Mr. William J. Keefe, AICP
One East Market Street, 3rd Floor
Leesburg, Virginia 20176

PROPOSAL Approval of a Special Exception to permit a reduction in the required number of off-street parking spaces for the community center from 25 spaces to zero spaces in the PD-RV (Planned Development-Rural Village) zoning district.

LOCATION From Leesburg Bypass go south on Route 15 approximately 0.5 miles to the intersection with Evergreen Mills Road (Route 621). Left onto Route 621 approximately 6.7 miles to Black Branch Parkway on left. Left on Black Branch Parkway to the intersection with Dinah Place. Turn left onto Dinah Place proceeding approximately 400 feet to the intersection with Solti Way. Turn left onto Solti Way and the community center is located on the right at 41074 Solti Way.

TAX MAP/PARCEL Tax Map 90B ((2)), Parcel CC1
PIN #282-49-8065

ZONING PD-RV (Planned Development- Rural Village)

SURROUNDING LAND USES/ZONING

| | <u>Zoning</u> | <u>Present Land Uses</u> |
|-------|------------------|--------------------------|
| North | AR-1 | Rural |
| South | A-3 and TR-3 UBF | Transitional and Rural |
| East | A-3 and TR-10 | Transitional and Rural |
| West | AR-1 | Rural |

**SPEX 2006-0039; GREENE MILL PRESERVE COMMUNITY CENTER PARKING
PLANNING COMMISSION PUBLIC HEARING
October 15, 2007**

| II. SUMMARY | |
|--------------------------------------|---|
| Referral Agency or Topic Area | Issues Examined and Status |
| Community Planning | <ul style="list-style-type: none"> • On-street parking is compatible with Plan vision for a Rural Village. • Sidewalks are provided on both sides of all streets which provide ample access to the community center from surrounding roadways. • Proximity of the community center to the immediately adjacent village green, both located on public roads, allowing on-street parking on both sides provides for adequate parking for those within the community who may need to drive to the community center. • Significant number of on-street spaces for guests and visitors to park in addition to the 25 spaces the community center currently requires. <p>Status: No outstanding issues.</p> |
| Zoning Administration | <ul style="list-style-type: none"> • Plat and parking demand analysis reviewed. • Covenant requirement needs to be be addressed through the conditions of approval. • Future availability of on-street parking provided for in conditions of approval. • Notation changes were made to the plat. <p>Status: Covenant issue is outstanding.</p> |
| Transportation | <ul style="list-style-type: none"> • Community center designated parking to be located adjacent to common areas and not in front of homes. • Residential permit parking district and community center parking signage to be provided. • Occupancy limit regulated by the parking availability for this use. • Community center use limited to the residents solely with no rental option. <p>Status: No outstanding issues.</p> |
| Fire and Rescue | <ul style="list-style-type: none"> • Travelway width of 20 feet with parking on both sides of the street can compromise response times and adequate access and circulation of emergency vehicles. • Aerial truck with outriggers requires a minimum width of 23 feet for safe deployment and personnel accessibility. • Staff can support a revision to the application that would permit parking on one side of the street resulting in an effective working lane width of 28 feet. <p>Status: No outstanding issues.</p> |
| County Attorney | Draft conditions under review by the County Attorney. |

III. FINDINGS

1. The application complies with the Revised General Plan Design Guidelines for rural villages. The original rezoning Woodland Rural Village (ZMAP 1997-0001) was approved under the 1991 General Plan, which supported the development of new rural villages in the Rural Policy Area.
2. The application conforms to the Revised 1993 Zoning Ordinance with approval of the modification requested and the conditions of approval proposed.
3. The application minimizes environmental impacts by limiting the parking to existing paved areas. Placing the parking on-street encourages the community to access the site via the sidewalks and trails throughout the community.

IV. CONDITIONS OF APPROVAL

9/21/07

1. **Special Exception Plat** The proposed community center parking use shall be developed in substantial conformance with the Special Exception Plat, prepared by Urban, Ltd. dated December 31, 2006 and revised through June 20, 2007 and in conformance with the Loudoun County Zoning Ordinance. Approval of this application does not relieve the Applicant of any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. **Community Center Occupancy** Occupancy of the community center shall be limited to 99 persons. Increasing the occupancy above 99 persons shall require additional off street parking commensurate with the additional occupancy.
3. **Community Center Use** Use by outside groups shall require additional off street parking. Minimum required off-street parking shall be provided in accordance with Condition #2.
4. **Community Center Parking Signage** The Applicant shall coordinate with VDOT to provide acceptable signage delineating the community center parking spaces as shown on the special exception plat.
5. **Residential Parking Signage** The Applicant shall provide the residents within the 500 foot radius of the community center with a residential parking signage, delineating these areas for residents only, and specifically discouraging community center parking in the on-street parking immediately in front of these homes.
6. **Covenant** The Applicant shall execute a covenant prior to the issuance of the zoning permit for the community center which guarantees that the Applicant will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked.

V. PROJECT REVIEW

A. CONTEXT

The County approved Greene Mill Preserve, formerly known as Woodland Rural Village (ZMAP 1997-0001) in 1998 for the development of 229 single-family detached and single family attached homes. The rural village is surrounded by a 330 acre conservancy area and adopts a neo-traditional design with curvilinear streets and homes clustered around community greens. The rural village design of a compact pedestrian-friendly community with numerous trails, greens, and ponds encourages community interaction.

Currently the rural village is under construction with approximately 20% of the homes completed. The community center has been designed to allow occupancy of between 99 and 228 persons depending upon fire safety measures employed and uses included in the community center. The site is currently planned for the 99 person occupancy with the concurrent need for 25 parking spaces. The Applicant has provided a plan that demonstrates availability of 78 spaces adjacent to the village green, parks, commercial lot, conservancy lot and the community center. The proposed on-street community center parking spaces are not located in front of any existing or proposed homes on village lots leaving these areas available for the homeowners and their visitors. Neither the community center nor the commercial spaces have been constructed to date.

The property is surrounded by the conventional rural subdivisions of Barclay Ridge, the Estates at Creighton Farms, Red Hill Manor, and Evergreen Village. These subdivisions are generally 3-10 acre lots in a grid pattern.

B. SUMMARY OF OUTSTANDING ISSUES

Staff's principal focus was on the impact of offsite on-street parking upon the residents of the community. The remaining outstanding issues with this application include:

- Conditions of Approval are currently under consideration by the applicant.
- Executed covenant guaranteeing the applicant provide the additional spaces if the reduction must be modified or revoked, in accordance with Section 5-1102(F)(2-5) of the Revised 1993 Zoning Ordinance, has not been provided.
- Staff can support a revision to the application that would permit parking on one side of the street resulting in an effective working lane width of 28 feet for fire and rescue access, coverage, and maneuverability. Fire and Rescue personnel will be available to respond to questions at the public hearing.

C. OVERALL ANALYSIS

COMPREHENSIVE PLAN

The Revised General Plan and the 1991 General Plan designate the subject property as part of the Rural Policy Area; however, there are significant policy differences between the two plans as it applies to the development of Rural Villages. The Revised General Plan does not promote the development of new rural villages within the Rural Policy

Area, though new rural villages are permitted in the Transition Policy Area. Staff recognizes that Woodland Rural Village (ZMAP 1997-0001) was approved under the 1991 General Plan, which supported the development of new rural villages in the Rural Policy Area. Staff has consequently reviewed the proposed Special Exception for the rural village using the Design Guidelines from the Revised General Plan for Villages in the Transition Policy Area.

The Revised General Plan envisions Rural Villages as mixed-use communities with residential and non-residential uses integrated to create a pedestrian friendly development centered around a village core (Revised General Plan, Design Guidelines 2a, p.11-18). The streets should be lined with trees and houses should be built close to the street with on street parking and sidewalks (Revised General Plan, Design Guidelines 2f, p.11-18).

The Applicant justifies the request for offsite on-street parking stating the community center is in close proximity to several public roads, which have the capacity for a significant amount of on-street parking. As shown on the plat the site proposes 78 on-street spaces specifically delineated for community center use which is significantly more than the 25 spaces proposed onsite at the community center.

The County also encourages street designs that are sensitive to views, pedestrian movement, landscape and physical enclosure (Revised General Plan, Design Guidelines 2d, p. 11-18). The Applicant notes that 75% of the dwellings are located within one quarter mile walking distance to the community center with the furthest homes located less than 6/10ths of a mile away.

In general, the Special Exception request conforms to the Plan's vision for a Rural Village. On-street parking is envisioned in Rural Villages and sidewalks are provided on both sides of all streets which provide ample access to the community center from surrounding roadways. Staff finds that the Special Exception request is compatible with the environs and design of Greene Mill Preserve and supports this request for modification.

ZONING

The subject site is zoned PD-RV (Planned Development Rural Village) and governed under the provisions of the Revised 1993 Zoning Ordinance. The Special Exception request to locate all required parking for the community center on-street with no parking to be located on the community center lot can be supported by Staff only if the applicant agrees to the conditions of approval contained within this staff report. Several recommended notation changes have been made to the Plat.

Staff's remaining concern with the application addresses the future availability and effectiveness of the modification. The Zoning Ordinance identifies four specific instances where the Board of Supervisors may by Special Exception approve a

reduction in required off-street parking spaces in Sections 5-1102(F)(2-5). To appropriately address this request the Applicant must provide an executed covenant funding and guaranteeing that the Owner will provide additional spaces if it is found, upon receipt of a complaint and thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked. The Applicant has declined to provide this covenant stating the community is not the owner of the parking spaces that would accommodate the on-street parking. While it is true the parking spaces are public and maintained by VDOT, the purpose of the covenant is to ensure the on-street parking special exception functions successfully, and, that if it does not the special exception can be modified. The covenant requires the future homeowners to resolve any problem that may result. Absent a mechanism that enables this remedy, and provides an appropriate recourse as required within the Zoning Ordinance, Staff cannot support the special exception request.

Additionally in accordance with Section 5-1102(F)(4) of the Zoning Ordinance the Applicant needed to provide additional information concerning the future availability of the on-street parking spaces demonstrating the availability will continue. To address this concern the applicant has agreed to Condition #4 which specifically delineates through signage the spaces available for community center use. These spaces are all located on public streets adjacent to the village green, parks, commercial lot, conservancy lot and the community center. The proposed community center parking spaces are not located in front of any existing or proposed homes on village lots leaving these areas available for the homeowners and their visitors.

FIRE AND RESCUE

Staff notes the Applicant is providing the minimum travelway width of 20 feet necessary to meet both the VDOT and Facilities Standards Manual (FSM) requirements for a public street design with parking on both sides of the street. While the plat and Exhibit A (*Attachment A-47*) show that the 20 feet of travel way would be adequate to accomplish the turning movements of an aerial (ladder) truck, Staff remains concerned that parking on both sides of the street can compromise response times and adequate access as well as circulation of emergency vehicles and personnel (*Attachment A-21*).

Staff can support a revision to the application that would permit parking on one side of the streets resulting in an effective working lane width of 28 feet. This would provide for 16-18 feet of width for an aerial truck and outrigger placement, with 5 feet of personnel/equipment circulation around the outriggers on each side of the truck to ensure efficient fire attack. This working lane width would also provide a buffer for positioning of apparatus that is not perfectly centered within the street and any parked vehicles that would be positioned into the travel lane, outside of the striped limits of designated parking spaces. If the Applicant chose to revise the application placing parking on only one side of the street there would be 44 available spaces adjacent to the community center and park parcels and around the village green for community center use. This would be more than adequate to satisfy the minimum required parking

of 25 spaces associated with the occupancy level of 99 persons at the community center.

TRANSPORTATION

The residential street right-of-way has been designed to meet VDOT standards for required pavement width needed to support travel lanes, on street parking, and adequate emergency vehicle access. The minimum required curb-to-curb width is 28 feet; and the applicant provides 36 feet. The applicant meets VDOT parking requirements by providing at least 3 off-street parking spaces in the drives of each home with most homes providing 4 or more off-street spaces.

Since the proffers of Greene Mill Preserve (Woodland Rural Village, ZMAP-1997-0001), do not contain a paragraph requiring homeowners to keep their garage parking available, the County required parking spaces must be available in the driveway or by on-street parking spaces. The low number of spaces required by the Zoning Ordinance (2.5) is not realistic especially in a rural setting. There is limited (school bus only) public transportation planned inside this community, therefore as each child reaches the legal age to drive, he/she will most likely have their own vehicle. To address this concern the applicant has agreed to Conditions #4 and 5 which specifically delineates through signage the spaces available for either community center or the adjacent residential uses. The community center spaces are all located adjacent to the village green, parks, commercial lot, conservancy lot and the community center. The proposed community center parking spaces are not located in front of any existing or proposed homes on village lots leaving these areas available for the residents and their visitors.

The Applicant has provided verification that the community center's occupancy load is limited to 99 individuals. However, the same verification indicates that the true occupancy load could be as high as 228 with the installation of panic hardware on exit route doors (*see Attachment 64*). This would increase the required parking to around 57 spaces. Staff recommends that approval of this Special Exception be conditioned on capping the Occupancy Load at 99 regardless of the Building Code/Zoning Ordinance calculations until additional off street parking is available. The applicant has agreed to this in Conditions #2 and 3.

D. ZONING ORDINANCE CRITERIA FOR APPROVAL

Section 6-1310 of the Loudoun County Zoning Ordinance states "In considering a special exception application, the following factors shall be given reasonable consideration. The Applicant shall address all the following in its statement of justification or special exception plat unless not applicable, in addition to any other standards imposed by this Ordinance":

| | |
|-----------------|--|
| <u>Standard</u> | <i>Whether the proposed special exception is consistent with the Comprehensive Plan.</i> |
|-----------------|--|

SPEX 2006-0039; GREENE MILL PRESERVE COMMUNITY CENTER PARKING
PLANNING COMMISSION PUBLIC HEARING
October 15, 2007

Analysis The proposed Special Exception with conditions proposal limits the use and therefore the request for alternative parking complies with the Rural Village policies of the Revised General Plan.

Standard *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.*

Analysis The special exception does not propose any new construction, and, the public street design provides for parking on both sides of the street which can compromise response times and adequate access as well as circulation of emergency vehicles and personnel. Staff seeks limiting parking to one side of the street to ensure an effective working lane width of 28 feet. This would provide for 16-18 feet of width for an aerial truck and outrigger placement, with 5 feet of personnel/equipment circulation around the outriggers on each side of the truck to ensure efficient fire attack. This would provide 44 parking spaces on-street for the community center uses.

Standard *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.*

Analysis The proposal does not generate any additional noise that would have a negative impact on other uses in this vicinity. The on-street parking spaces already exist and would be used for this additional community center activity parking.

Standard *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.*

Analysis The proposal does not include any use that would emit additional light or glare beyond that already encountered by cars parking on the streets.

Standard *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.*

Analysis The proposal is compatible with the Rural Village guidelines in the Revised General Plan which encourage pedestrian accessibility, interaction, and reduced vehicle usage within the community. The proposal for on-street parking is compatible with the adjacent uses of the surrounding area such as the Village Greene and the future commercial site.

Standard *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.*

- Analysis The proposal does not include any additional construction and therefore is not proposing any additional landscaping, screening, or buffering.
- Standard *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.*
- Analysis The proposal does not include any site disturbance and therefore will not have any impact upon topographic or physical, natural, scenic, archaeological or historic features of significant importance.
- Standard *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*
- Analysis The proposal does not include any site disturbance and therefore will not have any impact upon existing animal habitat, vegetation, water quality (including groundwater) or air quality.
- Standard *Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.*
- Analysis In providing on-street parking the community center site will retain more green area and pedestrian accessibility, interaction, and reduced vehicle usage within the community are encouraged promoting both the welfare and convenience of the public.
- Standard *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.*
- Analysis The proposal will not generate any additional traffic beyond that already planned for in the community.
- Standard *Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet all code requirements of Loudoun County.*
- Analysis There are no buildings proposed with this special exception.
- Standard *Whether the proposed special exception will be served adequately by essential public facilities and services.*
- Analysis The special exception design requires no utility services as proposed.
- Standard *The effect of the proposed special exception on groundwater supply.*

SPEX 2006-0039; GREENE MILL PRESERVE COMMUNITY CENTER PARKING
PLANNING COMMISSION PUBLIC HEARING
October 15, 2007

Analysis The proposed use has no need for nor impact upon the groundwater supply.

Standard *Whether the proposed use will affect the structural capacity of the soils.*

Analysis The Applicant has indicated that the soils have the structural capacity to support the proposed use. The proposed special exception use will have no new impact upon these soils.

Standard *Whether the proposed use will negatively impact orderly and safe road development and transportation.*

Analysis The proposal will not generate any additional traffic or development beyond that already planned for in the community.

Standard *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*

Analysis The proposed use will not provide desirable employment or enlarge the tax base as proposed.

Standard *Whether the proposed special exception considers the needs of agriculture, industry, and businesses in future growth.*

Analysis This proposal has no provision for agriculture, industry, or business. The location of the on-street parking adjacent to the commercial parcel at the intersection of Black Branch Parkway and Dinah Place will require the commercial use provide all necessary parking onsite once it is developed.

Standard *Whether adequate on and off-site infrastructure is available.*

Analysis There is no construction proposed with this special exception therefore adequate infrastructure is available.

Standard *Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.*

Analysis There is no construction proposed with this special exception therefore no odors are anticipated.

Standard *Whether the proposed special exception uses sufficient measures to mitigate the impact of construction traffic on existing neighborhoods and school areas.*

Analysis There is no construction proposed with this special exception.

**SPEX 2006-0039; GREENE MILL PRESERVE COMMUNITY CENTER PARKING
PLANNING COMMISSION PUBLIC HEARING
October 15, 2007**

| VI. ATTACHMENTS (Unless noted otherwise, attachments are not available electronically but may be obtained from the Department of Planning) | PAGE NUMBER |
|---|-----------------------|
| 1. Review Agency Comments | |
| a. Planning, Comprehensive Planning | A-1 |
| b. Building and Development, Zoning Administration | A-7 |
| c. Office of Transportation Services | A-12 |
| d. Virginia Department of Transportation | A-19 |
| e. Fire and Rescue | A-21 |
| 2. Applicant's Statement of Justification | A-24 |
| 3. Applicant's Response to Referral Comments | A-31 |
| 4. Disclosure of Real Parties in Interest | A-66 |
| 5. Special Exception Plat | Following Attachments |

County of Loudoun
Department of Planning

MEMORANDUM

DATE: May 7, 2007

TO: Jane McCarter, Planner
Project Manager

FROM: Sarah Milin, Planner *Sarah*
Community Planning

SUBJECT: SPEX 2006-0039, Greene Mill Preserve

PROJECT DESCRIPTION

Woodland Properties, LLC has requested a Special Exception to allow parking for the community center to be provided on the adjacent public streets as on-street parking rather than as a separate, on-site lot. The Zoning Ordinance requires that twenty-five parking spaces be provided for the community center. The proposed community center will consist of approximately 2,500 sq ft of space and include office space for the HOA as well as meeting space and recreational facilities for the community.

Greene Mill Preserve is a 425-acre planned Rural Village located east of Watson Road (Route 860), west of Evergreen Mills Road (Route 621) and north of Red Hill Road (Route 617). The development is accessed from both Watson Road and Evergreen Mills Road. The Loudoun County Board of Supervisors approved Greene Mill Preserve, formerly known as Woodland Rural Village (ZMAP 1997-0001) in 1998 for the development of 229 single-family detached and single family attached homes. The rural village is surrounded by a 330 acre conservancy area and adopts a neo-traditional design with curvilinear streets and homes clustered around community greens. In addition to the community center, the development also features playing fields, multi-purpose courts, tot lots, and other community amenities which are dispersed throughout the village.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is governed under the policies of the Revised General Plan. The Revised General Plan places the property within the northern tier of the Rural Policy

A-1

Area. The area is planned for rural economy uses and limited residential development (Revised General Plan, as amended by CPAM 2005-0005, *Amendments to the Rural Policies of the Loudoun County Comprehensive Plan*, Policy 3, p.7-15).

ANALYSIS

The Revised General Plan and the 1991 General Plan designate the subject property as part of the Rural Policy Area; however, there are significant policy differences between the two plans as it applies to the development of Rural Villages. The Revised General Plan does not promote the development of new rural villages within the Rural Policy Area, though new rural villages are permitted in the Transition Policy Area. Staff recognizes that Woodland Rural Village (ZMAP 1997-0001) was approved under the 1991 General Plan, which supported the development of new rural villages in the Rural Policy Area. Staff has consequently reviewed the proposed Special Exception for the rural village using the Design Guidelines from the Revised General Plan for Villages in the Transition Policy Area.

The Revised General Plan envisions Rural Villages as mixed-use communities with residential and non-residential uses integrated to create a pedestrian friendly development centered around a village core (Revised General Plan, *Design Guidelines 2a*, p.11-18). The arrangement and architectural style of the buildings in the village core should be consistent with the surrounding development to create a sense of place and identity for the community (Revised General Plan, *Design Guidelines 2d*, p.11-18). The streets should be lined with trees and houses should be built close to the street with on street parking and sidewalks (Revised General Plan, *Design Guidelines 2f*, p.11-18). The County also encourages street designs that are sensitive to views, pedestrian movement, landscape and physical enclosure (Revised General Plan, *Design Guidelines 2d*, p. 11-18).

This application proposes to allow Greene Mill Preserve's community center to be served by on-street parking rather than a separate parking lot. The applicant has provided the following justification for the request:

- The community center is in close proximity to several public roads, which have the capacity for a significant amount of on-street parking;
- The majority of the dwellings are located within a reasonable walking distance to the community center (75% of residential units are within ¼ mile); and
- The community center will encounter limited usage, with the exception of occasional community meetings.

In general, the Special Exception request conforms to the Plan's vision for a Rural Village. Specifically, on-street parking is envisioned in Rural Villages (Revised General

A-2

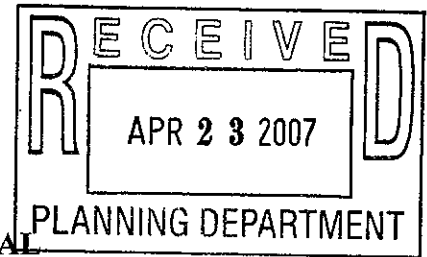
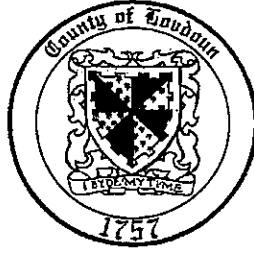
Plan, Design Guidelines 2f, p.11-18). Sidewalks will be provided on both sides of all streets within the village, providing ample access to the community center from surrounding roadways. Furthermore, a separate parking lot could interrupt Greene Mill Preserve's streetscape and detract from its pedestrian-oriented environment.

Staff finds that the Special Exception request, as proposed, is compatible with the environs and architectural design of Greene Mill Preserve.

RECOMMENDATIONS

Staff recommends approval of the proposed Special Exception request to allow parking for the community center to be provided on the adjacent public streets as on-street parking.

cc: Julie Pastor, AICP, Planning Director
Cynthia Keegan, AICP, Community Planning Program Manager



ZONING ADMINISTRATION REFERRAL

DATE: April 23, 2007
TO: Jane McCarter, Project Manager, Planning
THROUGH: Mark Stultz, Deputy Zoning Administrator *MS*
FROM: Claire Gron, Planner, Zoning Administration *C61*
SUBJECT: SPEX-2006-0039
Green Mill Preserve

LCTM/MCPI: /90/B/2////CM/ 282-49-9940
/90/B/2///CC1/ 282-49-8065

I. APPLICATION SUMMARY

Zoning Administration staff has reviewed the above-referenced special exception application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("the Ordinance"). The following items were reviewed as part of the SPEX application:

- A. Information Packet, dated April 3, 2007
- B. Statement of Justification, dated March 16, 2007
- C. Memorandum, dated November 17, 2006
- D. Special Exception Plat, dated December 31, 2006

This application is a request by Woodland Properties, LLC ("the Applicant") for a special exception for a reduction in required off-street parking spaces pursuant to §5-1102(F). The Applicant requests a reduction in the required off-street parking spaces (25 spaces) to accommodate a community center due to the availability of on-street parking spaces surrounding the Village Green. The Board of Supervisors may approve a reduction in required off-street parking spaces due to the availability of public parking pursuant to §5-1102(F)(4).

II. CONFORMANCE WITH THE REVISED 1993 LOUDOUN COUNTY ZONING ORDINANCE.

1. **Section 5-1102.** Loading spaces shall be provided for Public Assembly uses at the rate of one space per 100,000 sq. ft. GFA. As the Applicant indicates that the

A-4

community center shall be 2,500 sq. ft. in size, a loading space is not required. Please remove the request for the elimination of the loading space requirement from page 1 of the Memorandum.

2. **Section 5-1102(F).** The Applicant indicates throughout the Statement of Justification and the Memorandum that Green Mill Preserve has been designed to be a pedestrian-friendly community, and that most residences are within walking distance of the community center. This information should not be included in the request, as it is not one of the four instances identified in paragraphs (2) through (5) of §5-1102(F) for which the Board of Supervisors may approve a reduction in required off-street parking spaces.
3. **Section 5-1102(F)(1).** The Applicant requests, on page 1 of the Memorandum, that "the official parking requirement for the community center be eliminated." The off-street parking requirement may be reduced to zero, however, it may not be "eliminated." Revise the Memorandum accordingly.
4. **Section 5-1102(F)(1)(a).** This section requires that a parking demand analysis be provided which substantiates the need for a reduced number of parking spaces. On pages 1 and 2 of the Memorandum, the Applicant indicates that the community center shall include office space for the HOA, meeting space, and recreational facilities. Please provide a more detailed parking demand analysis that includes additional information concerning the types of activities that may be occurring at the community center, their frequency, and a discussion of the projected parking demand for each activity.
5. **Section 5-1102(F)(1)(b).** This section requires that a plan be provided showing how the parking spaces shall be provided on the site. While page 1 of the Statement of Justification appears to request that only the on-street parking spaces around the community green be considered, and the parking tabulation identifies 51 on-street parking spaces "around the Village Green only," the Plat illustrates additional on-street parking spaces throughout the community. Specify if the "community green" that is referred to in the Statement of Justification is the Village Green identified on the Plat. Only off-street parking spaces that are to be considered in the reduction request should be illustrated on the Plat and included in the parking tabulation.
6. **Section 5-1102(F)(1)(c).** The Applicant indicates that an attempt will be made to address the need for a covenant pursuant to §5-1102(F)(1)(c). Be advised that a special exception application for a reduction in required off-street parking spaces shall include an executed covenant guaranteeing that the Applicant will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked.
7. **Section 5-1102(F)(4).** Please provide additional information concerning the future availability of the on-street parking spaces. The Applicant must be able to demonstrate that the availability will continue.

III. ADDITIONAL COMMENTS

1. Parcel /90/B/2///CC1/ (282-49-8065), the adjacent property designated on the CDP (ZMAP-1997-0001) for Commercial use, is included in this application. This property is

A-5

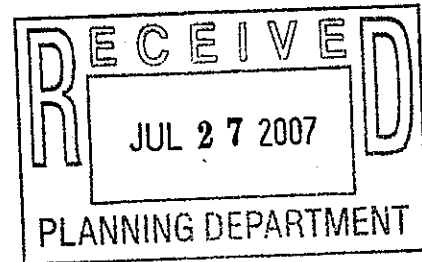
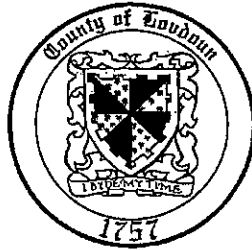
Jane McCarter, Project Manager

April 23, 2007

Page 3

referenced on page 2 of the Memorandum, and included in the parking tabulations on the Plat. However, it is unclear how this property is related to the request. A special exception for a reduction in required off-street parking spaces is not required for the use of off-street parking spaces on another parcel within 500 feet of the principal entrance of the building, pursuant to §5-1103. Please remove all references to Parcel /90/B/2///CC1/ (282-49-8065) from this application.

A-6



ZONING ADMINISTRATION REFERRAL

DATE: July 26, 2007
TO: Jane McCarter, Project Manager, Planning
THROUGH: Mark Stultz, Deputy Zoning Administrator *MS*
FROM: Claire Gron, Planner, Zoning Administration *CG*
SUBJECT: SPEX-2006-0039
Green Mill Preserve (2nd Referral)

LCTM/MCPI: /90/B/2///CC1/ 282-49-8065

I. APPLICATION SUMMARY

Zoning Administration staff has reviewed the above-referenced special exception application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("the Ordinance"). The following items were reviewed as part of the SPEX application:

- A. Information Packet, dated June 30, 2007
- B. Memorandum, dated June 29, 2007
- C. Special Exception Plat, dated December 31, 2006, revised through June 20, 2007
- D. Referral Response Letter, dated June 29, 2007

This application is a request by Woodland Properties, LLC ("the Applicant") for a special exception for a reduction in required off-street parking spaces pursuant to §5-1102(F). The Applicant requests a reduction in the required off-street parking spaces (25 spaces) to accommodate a community center due to the availability of on-street parking spaces surrounding the Village Green. The Board of Supervisors may approve a reduction in required off-street parking spaces due to the availability of public parking pursuant to §5-1102(F)(4).

II. CONFORMANCE WITH THE REVISED 1993 LOUDOUN COUNTY ZONING ORDINANCE.

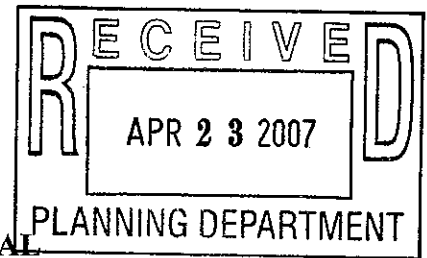
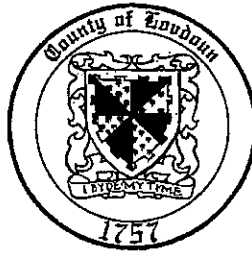
1. **Section 5-1102(F)(1)(a).** This section requires that a parking demand analysis be provided which substantiates the need for a reduced number of parking spaces. On page 1 of the Memorandum, the Applicant indicates that the community center shall

include office space for the HOA, meeting space, and recreational facilities. Provide a parking demand analysis that includes additional information concerning the types of activities that may be occurring at the community center, their frequency, and a discussion of the projected parking demand for each activity. A special exception application for a reduction in required off-street parking spaces pursuant to §5-1102(F) must include a parking demand analysis.

2. **Section 5-1102(F)(1)(c).** A special exception application for a reduction in required off-street parking spaces requires the execution of a covenant guaranteeing that the Applicant will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked. Provide a draft covenant for review by Zoning Administration and the County Attorney's office.

II. CONDITIONS OF APPROVAL

1. Staff recommends that a condition of approval of this special exception be that the covenant be executed prior to the issuance of the zoning permit for the community center.



ZONING ADMINISTRATION REFERRAL

DATE: April 23, 2007
TO: Jane McCarter, Project Manager, Planning
THROUGH: Mark Stultz, Deputy Zoning Administrator *MS*
FROM: Claire Gron, Planner, Zoning Administration *C61*
SUBJECT: SPEX-2006-0039
Green Mill Preserve

LCTM/MCPI: /90/B/2////CM/ 282-49-9940
/90/B/2///CC1/ 282-49-8065

I. APPLICATION SUMMARY

Zoning Administration staff has reviewed the above-referenced special exception application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("the Ordinance"). The following items were reviewed as part of the SPEX application:

- A. Information Packet, dated April 3, 2007
- B. Statement of Justification, dated March 16, 2007
- C. Memorandum, dated November 17, 2006
- D. Special Exception Plat, dated December 31, 2006

This application is a request by Woodland Properties, LLC ("the Applicant") for a special exception for a reduction in required off-street parking spaces pursuant to §5-1102(F). The Applicant requests a reduction in the required off-street parking spaces (25 spaces) to accommodate a community center due to the availability of on-street parking spaces surrounding the Village Green. The Board of Supervisors may approve a reduction in required off-street parking spaces due to the availability of public parking pursuant to §5-1102(F)(4).

II. CONFORMANCE WITH THE REVISED 1993 LOUDOUN COUNTY ZONING ORDINANCE.

1. **Section 5-1102.** Loading spaces shall be provided for Public Assembly uses at the rate of one space per 100,000 sq. ft. GFA. As the Applicant indicates that the

A-9

community center shall be 2,500 sq. ft. in size, a loading space is not required. Please remove the request for the elimination of the loading space requirement from page 1 of the Memorandum.

2. **Section 5-1102(F).** The Applicant indicates throughout the Statement of Justification and the Memorandum that Green Mill Preserve has been designed to be a pedestrian-friendly community, and that most residences are within walking distance of the community center. This information should not be included in the request, as it is not one of the four instances identified in paragraphs (2) through (5) of §5-1102(F) for which the Board of Supervisors may approve a reduction in required off-street parking spaces.
3. **Section 5-1102(F)(1).** The Applicant requests, on page 1 of the Memorandum, that "the official parking requirement for the community center be eliminated." The off-street parking requirement may be reduced to zero, however, it may not be "eliminated." Revise the Memorandum accordingly.
4. **Section 5-1102(F)(1)(a).** This section requires that a parking demand analysis be provided which substantiates the need for a reduced number of parking spaces. On pages 1 and 2 of the Memorandum, the Applicant indicates that the community center shall include office space for the HOA, meeting space, and recreational facilities. Please provide a more detailed parking demand analysis that includes additional information concerning the types of activities that may be occurring at the community center, their frequency, and a discussion of the projected parking demand for each activity.
5. **Section 5-1102(F)(1)(b).** This section requires that a plan be provided showing how the parking spaces shall be provided on the site. While page 1 of the Statement of Justification appears to request that only the on-street parking spaces around the community green be considered, and the parking tabulation identifies 51 on-street parking spaces "around the Village Green only," the Plat illustrates additional on-street parking spaces throughout the community. Specify if the "community green" that is referred to in the Statement of Justification is the Village Green identified on the Plat. Only off-street parking spaces that are to be considered in the reduction request should be illustrated on the Plat and included in the parking tabulation.
6. **Section 5-1102(F)(1)(c).** The Applicant indicates that an attempt will be made to address the need for a covenant pursuant to §5-1102(F)(1)(c). Be advised that a special exception application for a reduction in required off-street parking spaces shall include an executed covenant guaranteeing that the Applicant will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked.
7. **Section 5-1102(F)(4).** Please provide additional information concerning the future availability of the on-street parking spaces. The Applicant must be able to demonstrate that the availability will continue.

III. ADDITIONAL COMMENTS

1. Parcel /90/B/2///CC1/ (282-49-8065), the adjacent property designated on the CDP (ZMAP-1997-0001) for Commercial use, is included in this application. This property is

Jane McCarter, Project Manager

April 23, 2007

Page 3

referenced on page 2 of the Memorandum, and included in the parking tabulations on the Plat. However, it is unclear how this property is related to the request. A special exception for a reduction in required off-street parking spaces is not required for the use of off-street parking spaces on another parcel within 500 feet of the principal entrance of the building, pursuant to §5-1103. Please remove all references to Parcel /90/B/2///CC1/ (282-49-8065) from this application.

A-11

LOUDOUN COUNTY
OFFICE OF TRANSPORTATION SERVICES
MEMORANDUM

DATE: July 26, 2007

TO: Shaheer Assad, Sr. Transportation Planner

FROM: Charles D. Acker, Transportation Operations Engineering

SUBJECT: Green Mill Preserve, SPEX 2006-0039
(a.k.a. Woodland Rural Village, ZMAP 1997-0001)

I offer the following comments in regards to Applicant's Responses to 1st Review comments::

- 1) Applicant has revised plan to show that adequate parking spaces are available around the "Community Green" to accommodate a Community Center with an Occupancy Load of 99. Comment is resolved
- 2) Plan Scale corrected. Comment is resolved
- 3) Original comment was a "real world" observation not an "FSM requirement" Comment is resolved.
- 4) Original comment was a "real world" observation not an "FSM" requirement" Comment is resolved.
- 5) Original comment was a "real world" observation not an "FSM" requirement" Comment is resolved.
- 6) Developer has provided verification that the Community Center's Occupancy Load is limited to 99 individuals. However, the same verification indicates that the true occupancy load could be as high as 228 with the installation of panic hardware on exit route doors. This would increase the required parking to around 57 spaces. OTS recommends that approval of this Special Exception be conditioned on capping the Occupancy Load at 99 regardless of the Building Code/Zoning Ordinance calculations until additional off street parking is available. This condition was discussed with Bill Keefe.
- 7) Applicant needs to provide confirmation from the Fire and Rescue Department that there is adequate roadway space between parked vehicles needed to drop the out-riggers on fire fighting vehicles or equipment.

A-12

8 Original comment assumed Community Center parcel would be reduced in size via the savings of not providing on-site parking. We were advised by Bill Keefe that the parcel square footage would remain the same in either case. Comment is Resolved

9 Copy of e-mail received. See Response to Comment 6 above.

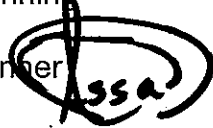
The residents in the immediate area of the Community Center and the future commercial area may want apply for a "Residential Permit Parking District" to help keep the on-street parking immediately in front of their homes free of non-resident vehicles.


Please Note: HOA should register with Sandy Truslow, 703-777-0220 in the Board of Supervisors office to provide better inter-organizational communications.

County of Loudoun
Office of Transportation Services
MEMORANDUM

DATE: July 25, 2007

TO: Jane McCarter, Project Manager, Department of Planning

FROM: Shaheer Assad, Senior Transportation Engineer/Planner 

THROUGH: Arthur J. Smith, Senior Coordinator 

SUBJECT: **SPEX 2006-0039 Green Mill Preserve**
Second Referral

Background

The applicant is seeking approval of a special exception to accommodate on street community center parking surrounding the community green, which is zoned for PD-RV zoning district. The site is located on the west side of Evergreen Mill Road (Route 621) and east of Watson Road (Route 860). In response to the applicant's summary of the discussion dated June 29, 2007; related to Green Mill Preserve, here are my recommendations:

Comment 1: A meeting is recommended with VDOT, County Official, Community Resident representatives and the applicant to discuss impacts and solutions for the community issues related to the on-street parking. The meeting is an opportunity for the public officials to learn more about the concerns of the community as well as the community to assess the traffic concerns.

Applicant Response: Given the expected minimal usage of parking for the community center and the infrequency of the events that will occur at community center, the proposed Special Exception will not have a significant impact on the residents of Greene Mill preserve. In addition, no transportation issues or objections were raised at the Pre-Application Conference held on October 10, 2006. As we execute what we believe to be the intention of the Greene Mill Preserve Rural Village Plan, we believe providing on-street parking spaces, as opposed to paving an off-street parking lot, serves as a fulfillment of the plan's intention. The applicant is open to receiving comments from Green Mill Preserve residents regarding this application and will hold a community meeting to receive input from Green Mill Preserve residents and County Staff prior to the public hearings for this application.

Issue Status: The meeting should also include VDOT.

A-14

Comment 2: The Special Exception Plat does not show the traffic volume on the streets that are designated for the Preserve Community Center parking.

Applicant Response: The Special Exception Plat has been revised to show the traffic on the streets that are designated for community center parking.

Issue Status: Resolved

Comment 3: The applicant proposed parking on both sides of the streets. Design for residential streets right-of-way should meet VDOT standards for required pavement width needed to support travel lanes, on-street parking, and emergency maintenance and service vehicle access.

Applicant Response: The residential street right-of-way design meets VDOT standards for required pavement width needed to support travel lanes, on street parking and emergency maintenance and service vehicle access. Minimum required curb-to-curb width is 28 feet; the applicant provides 36 feet. Right-of-way width is required at a minimum 6 feet beyond the back of curb where trees are planted; the applicant provides 7 feet beyond the back of curb. The applicant meets VDOT parking requirements by providing at least 3 off-street parking spaces in the drives of each home. Emergency vehicle access width requirements are factored into the minimum curb-to-curb widths and the minimum widths for the design volume of these roads are listed as 18 feet per AASHTO and Loudoun County FSM requirements. Further, minimum widths are met as acknowledged per a Fire and Rescue Planning Staff letter dated May 8, 2007. The attached exhibit illustrates the results of a detailed auto turn analysis that shows negotiating the travel-way in the event of parking on both sides of the street is possible. Considering the geometric design and parking on both sides of the street, no special turning movements would be required for aerial ladder truck.

Issue Status: Resolved

Comment 4: As shown on the plat, parking on streets are very close to the curve of intersections. A sight distance problem may occur as a result of parking too close to the end of streets.

Applicant Response: The Construction Plans and Profiles include sight distances that have been consistently approved with VDOT standards for both distance and encroachments. Per the VDOT Subdivision Street Design Guide standards for sight distance criteria, on street parking is considered a temporary condition and are permitted as temporary obstruction.

Issue Status: Resolved

Comment 5: What is the radius of the cul-de-sac turnaround that is shown on the Special Exception Plat? VDOT requires a minimum radius of 30 feet, measured to the edge of the pavement or face of curb, for cul-de-sac turnarounds on residential streets serving less than 25 dwellings and less than 1/4 mile in length. For all other residential cul-de-sac streets, as well as any non- residential cul-de-sac streets, the minimum radius is 45 feet.

Applicant Response: The radius of the cul-de-sac turn around is 45 feet and is now shown on the Special Exception Plat.

Issue Status: Resolved

Further recommendations are provided by Charles Acker, Transportation Operations Engineering. Please see attachment 1.

Conclusion

Most of the transportation issues are resolved except comments 6, 7, and 9 on the OTS attached memorandum issued by Charles Acker.


Attachment 1, memorandum from Charles Acker

CC: Terrie Laycock, Acting Director
CC: Andrew Beacher , Assistant Director
CC: Charles Acker, Traffic Coordinator/ Engineer

LOUDOUN COUNTY
OFFICE OF TRANSPORTATION SERVICES
MEMORANDUM

DATE: April 26, 2007

TO: Shaheer Assad, Sr. Transportation Planner

FROM: Charles D. Acker, Transportation Operations Engineering 

SUBJECT: Green Mill Preserve, SPEX 2006-0039
(a.k.a. Woodland Rural Village, ZMAP 1997-0001)

I offer the following comments:

Before this Special Exception goes to the Planning Commission/Board of Supervisors, the applicant should be required to petition the owners that would be directly affected by the lost of on-street parking, to determine if they agree with the applicant's request. (one signature per household). They purchased under the existing Concept Development Plan that assumed parking would be available on the street.

The scale of the exhibit is not 1"=100 feet, it measures 1"=50 feet.

The exhibit presented shows vehicles parked as close as 2 feet to the driveway apron, which could hinder delivery of mail to the rural boxes and exiting the driveway.

Several homes shown in the 500 foot radius do not have on site driveway turn-a-rounds, so vehicles must back out onto the street. Parked vehicles will obscure the line of site for motorists exiting driveways. The Applicant should show through exhibits the site lines (both vertically and horizontally) for each driveway affected.

The proffers of Woodland Rural Village, ZMAP-1997-0001, do not contain a paragraph requiring homeowners to keep their garage parking available, therefore the County required parking spaces must be available in the driveway or by on-street parking spaces. The low number of spaces required by the Zoning Ordinance (2.5) is not realistic especially in a rural setting. There is no public transportation planned inside this community, therefore as each child reaches the legal age to drive, he/she will most likely have their own vehicle. A more realistic figure for the number of parking spaces needed would be to count the number of bedrooms, add one for the spouse in the master bedroom. The result would be the minimum number of spaces in the driveways and adjacent streets.

The developer indicates that the community center is for residents but the proffers do not restrict its use to only residents, therefore a resident or non-residents could use/rent the building for a party where non-residents could attend. Under this condition, the extra "guests" would be using the on-street parking at times not identified in the justification document. The Applicant implies in the justification statement that only residents will be using the community center.

The developer must show that the new travelway widths can be negotiated by fire and rescue vehicles without slowing response times.

Estimates show that the residents will be losing 2/10 of an acre of "civic" use without the parking area. How will the developer compensate the community for this loss? Hardened (like emergency access areas) multi-purpose fields could serve as community recreation/fitness areas and overflow parking for weddings/parties/events, making up for the loss of "civic" area. It would also be environmentally green.

Applicant should provide written documentation that the Fire Marshal has determined the community center occupancy to be 99.



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 26, 2007

Ms. Jane McCarter, Project Manager
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Green Mill Preserve
Loudoun County Application Number: SPEX 2006-0039

Dear Ms. McCarter:

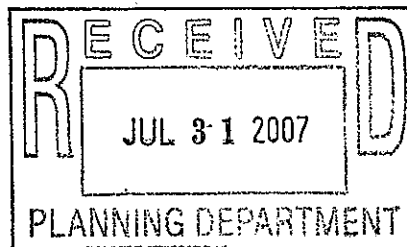
We have reviewed the above revised application as requested and have no objection to the approval.

If you have any questions, please call me at (703) 383-2046.

Sincerely,

Rashid Siraj, P.E.
Transportation Engineer

(App.07-26-07)



A-19



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

April 26, 2007

Ms. Jane McCarter, Project Manager
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Green Mill Preserve
Loudoun County Application Number: SPEX 2006-0039

Dear Ms. McCarter:

We have reviewed the above application as requested and offer the following comments:

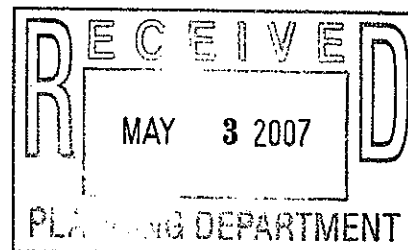
1. In accordance with VDOT *Road Design Manual, Appendix B, Subdivision Street Design Guide*, latest, parking is allowed on curb and gutter roadways. However, if applicable, the applicant should ensure that the plan conforms to VDOT *Subdivision Street Requirements*, latest edition, Part II, "Specific Provisions"- Section 24VAC30-91-110.E.1 and 2.a.
2. Since VDOT has no requirement prohibiting parking on the street, the plan should still conform to all applicable Loudoun County regulations for "Adjustment of Parking Requirements", as needed.
3. The plan shows a mid-block crossing on Solti Way that is not acceptable and should be eliminated. All pedestrian crosswalks should be at an intersection. (This comment was also provided on the construction plan and should have been incorporated on all related applications of this development.)

If you have any questions, please call me at (703) 383-2046.

Sincerely,

Rashid Siraj, P.E.
Transportation Engineer

(Com.04-26-07)



A-20

From: Howard Dawley
To: McCarter, Jane
Date: 9/24/2007 4:01 PM
Subject: Green Mill Preserve SPEX

CC: Dodson, Jasen; Taylor, Maria

Jane - I received an email this AM from Maria with respects to this SPEX application, as well as materials provided by the applicant in support of a requested street width reduction from 32' to 20' via permissible parking on both sides of the development's internal road network. In Maria's absence, I have reviewed these materials.

The Department of Fire, Rescue, and Emergency Management cannot support the applicant's request to reduce the proposed projects road widths to 20' with parking on both street sides.

While we appreciate the applicant's research and submission of supporting materials to include the article "Skinny Streets and Fire Trucks" (Urban Land, August 2007) and the "autoturn" exhibit depicting fire apparatus access/egress travel within the proposed development, each reference provides only partial consideration of factors at play in our informed review of the concept/site plan.

With respects to the Urban Land article, it was observed in considering the actions of various jurisdictions referenced that:

- 1) some had permitted reduced lane widths conditioned on installation of residential sprinklers to mitigate risk, grid aligned streets with alleyways to permit multi-directional fire attack. This application provides for neither of these mitigating conditions.
- 2) Tests performed in locations like Atlanta, Georgia, seemed to focus only on lane width keyed to maneuverability of apparatus en route to the incident scene, and not width dimension required to position apparatus (to include outriggers on aerial trucks) and operating space around each outrigger for personnel to efficiently travel and move equipment/tools on the fireground (incident scene).
- 3) A single apparatus manufacturer's vehicle dimensions were referenced, with not that an aerial truck's stabilizing outriggers "are typically 16' wide. Hence, there is rarely justification for more than 16' of clearance". It is important to note that some vehicle manufacturers design aerial vehicles with outriggers that can approach 18' in width. Additionally, personnel driving said vehicles would be expected to position the unit "perfect center" in the street to allow effective deployment of outriggers on both sides of the vehicle, and that little if any space between the base of the outriggers and adjacent vehicles would exist for personnel to travel by foot on the incident scene - or transport large equipment that can approach 3' in width (i.e. portable exhaust fans) from the apparatus to the immediate fireground. Furthermore, it would need to be assumed that residents and visitors parking in street side spaces would consistently parking fully within the striped spaces delineated - it is observed that this is not always the case.
- 4) The perspective of the entire article seemed to focus only on street width travel to the site, and not the width required to deploy effectively post-arrival.

Regarding the "autoturn exhibit":

The exhibit does address aerial apparatus maneuverability through the development, however the Department's principle concern, as noted herein, is effective "working area" around these units once they arrive on-scene.

We can support a revision to the application that would permit parking on one side of the streets reflected, resulting in an effective lane width of 28'. This would provide for 16-18' of width for aerial truck outrigger placement, and 5' of personnel/equipment "circulation" around the outriggers on each side of the truck to ensure efficient fire attack, while providing a buffer for positioning of apparatus that is not "perfectly centered" and parked vehicles that would be positioned into the travel lane, outside of the striped limits of designated parking spaces.

Please advise if any further clarification is necessary.

Regards,

Howard Dawley
Deputy Chief, Planning and Facilities
Loudoun County Department of Fire, Rescue, and Emergency Management

A-21



LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



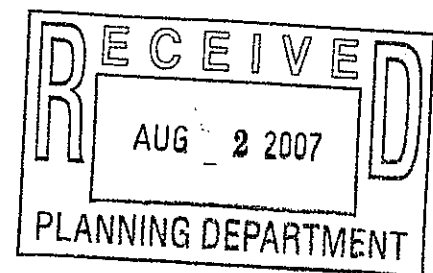
MEMORANDUM

To: Jane McCarter, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: July 31, 2007
Subject: Green Mill Preserve, Second Referral
SPEX 2006-0039

Thank you for the opportunity to review the Applicant's response to our comments dated May 8, 2007. While the materials provided by the applicant's response show that the 20 feet of travel way would be available, Staff remains concerned that parking on both sides of the street can compromise response times and adequate access/ circulation of emergency vehicles. Staff strongly recommends parking be permitted only on one side of the street.

If you have any questions or need additional information, please contact me at 703-777-0333.

C: Project file





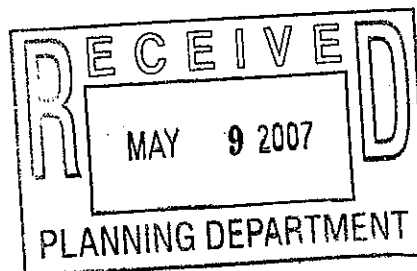
LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



MEMORANDUM

To: Jane McCarter, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: May 8, 2007
Subject: Green Mill Preserve
SPEX 2006-0039



Thank you for the opportunity to review the above captioned application. The Fire and Rescue Planning Staff can not support this application as presented. A minimum width of 20 feet is necessary to accommodate a ladder truck (12 feet of travel width plus the outriggers to secure it). While the plat shows that the 20 feet of travel way would be available, Staff remains concerned that parking on both sides of the street can compromise response times and adequate access/circulation of emergency vehicles. Staff strongly recommends parking be permitted only on one side of the street.

If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file

*Teamwork * Integrity * Professionalism * Service*

A-23

STATEMENT OF JUSTIFICATION

Special Exception to permit community center parking to be located in parking spaces on VDOT streets surrounding the community green

March 16, 2007

I. Introduction

The Applicant, **Woodland Properties, LLC**, of Reston, Virginia, requests a special exception, per section 5-1102 (F) (1) of the Revised 1993 Loudoun County Zoning Ordinance ("Zoning Ordinance") to permit community center parking to be located in parking spaces on VDOT streets surrounding the existing community green. Given the tight configuration of the community center lot and the fact that Greene Mill Preserve is designed to be a pedestrian-friendly community, the Applicant is requesting that the on-street parking surrounding the community green be permitted to serve the parking needs of the community center, with no on-site parking.

Greene Mill Preserve, formerly known as Woodland Rural Village (ZMAP 1997-0001), is zoned Planned Development – Rural Village ("PD-RV") and is located in the Dulles Election District, bounded by Evergreen Mills Road (Route 621) to the east and Watson Road to the west. Greene Mill Preserve consists of 229 approved dwelling units and is presently under construction.

II. Project Summary

Based on the Zoning Ordinance parking requirement for “public assembly” uses, the Applicant would need to provide approximately 25 spaces for this very limited land use. Because the small community center is in proximity to the public roads surrounding the adjacent community green, a tremendous surplus of parking exists for the community center. Also, 75 percent of the Greene Mill Preserve dwelling units are located within a quarter-mile of the community center allowing for ease of pedestrian access to the facility. The community center will serve a community of only 229 units and will encounter limited usage, with the exception of the occasional community meeting. Given the large number of on-street parking spaces, the applicant feels there will be sufficient parking capacity for the community center.

The Applicant will use its best effort to work with VDOT to address the need for the covenant as required under Section 5-1102 (F) (1) (c) of the Zoning Ordinance.

III. Special Exception Issues for Consideration

The following items are addressed in accordance with section 6-1310 of the Zoning Ordinance:

(A) Whether the proposed special exception is consistent with the Comprehensive Plan.

The Property is designated for rural uses in the Revised General Plan (“RGP”). The proposed special exception will not alter the use, which remains in conformance with the RGP.

A-25

- (B) Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.**

The Applicant is not proposing any new construction in conjunction with this special exception and does not foresee any conflicts with fire hazards.

- (C) Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.**

The proposed special exception does not include any use that will result in noise emanating from the site.

- (D) Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.**

The proposed special exception does not include any use that will emit glare or light.

- (E) Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.**

The proposed special exception is compatible with the PD-RV guidelines, which call for pedestrian accessibility and interaction. This special exception will promote these guidelines and will be compatible with other existing and proposed uses in the neighborhood and adjacent parcels.

A-26

- (F) Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.**

The proposed special exception is not proposing any new construction and will not require any landscaping, buffering and screening.

- (G) Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.**

The proposed special exception will not include any site disturbance and will not result in the preservation of any topographic, or physical, natural, scenic, archaeological or historic feature of significant importance.

- (H) Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.**

The proposed special exception will not include any site disturbance and will not result in the damaging of existing animal habitat, vegetation, water quality or air quality.

- (I) Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.**

A-ZT

The proposed special exception will contribute to and promote the welfare and convenience of the public. Permitting the relocation of parking from the community center parcel to on-street parking surrounding the community green will promote the accessibility and convenience of residents accessing the community center.

- (J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.**

There will be no additional traffic generated by the proposed special exception.

- (K) Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet all code requirements of Loudoun County.**

There are no existing structures that are proposed to be converted to uses requiring a special exception.

- (L) Whether the proposed special exception will be served adequately by essential public facilities and services.**

The proposed special exception is not proposing any new construction and will not require to be served by essential public facilities and services.

A-28

(M) The effect of the proposed special exception on groundwater supply.

The proposed special exception will have no effect on groundwater supply.

(N) Whether the proposed use will affect the structural capacity of the soils.

The proposed special exception will have no effect on the structural capacity of the soils.

(O) Whether the proposed use will negatively impact orderly and safe road development and transportation.

The proposed special exception does not include a new road development; however, the proposed special exception does promote an orderly and safe transportation network.

(P) Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.

The proposed special exception does not propose any construction and will have no impact on employment or the tax base.

(Q) Whether the proposed special exception considers the needs of agriculture, industry, and businesses in future growth.

The proposed special exception does not propose any construction.

Therefore, it does not consider the needs of agriculture, industry, and businesses in future growth.

(R) Whether adequate on and off-site infrastructure is available.

Adequate on and off-site infrastructure is available, but will not be utilized as part of the proposed special exception.

(S) Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.

The proposed special exception will not produce any odors.

(T) Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.

There will be no construction associated with the proposed special exception.

IV. Conclusion

The special exception application to permit on-street parking for the community center will more than adequately serve the parking needs of Greene Mill Preserve while preserving open space in the community. This application serves to improve upon the existing regulations of Greene Mill Preserve and the PD-RV zoning district.

A-30



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Michael G. Romeo
(571) 209-5772
=omeo@ldn.thelandlaers.com

September 14, 2007

Via E-Mail and Hand Delivery

Ms. Jane McCarter, Project Manager
Loudoun County Department of Planning
One Harrison Street, S.E., 3rd Floor
Leesburg, Virginia 20177

**Re: Referral Response Letter for SPEX 2006-0039, "Greene Mill Preserve
Community Center Parking Special Exception"**

Dear Jane:

On behalf of **Renaissance at Woodlands, LLC** (the, "applicant"), I am providing you with this letter that includes Applicant responses based on referrals received from various County agencies. The Applicant has attempted to respond to each Staff comment in a constructive and positive manner. The Applicant hopes these responses will enable this application to receive an endorsement from Staff in preparation for the October 15, 2007 Planning Commission public hearing.

The specific responses to each staff referral are answered below with the Applicant's response in bold italics.

**LOUDOUN COUNTY DEPARTMENT OF PLANNING - COMPREHENSIVE
PLANNING (PAT GIGLIO, 8/13/2007)**

The first referral, prepared by Sarah Millin on 5/7/2007, included a recommendation of approval for the application. Staff has reviewed the second submission and has no additional comments and continues to recommend approval of the application.

Applicant Response:

The applicant concurs with the Comprehensive Planning recommendation for approval.

PHONE 703 737 3633 1 FAX 703 737 3632 1 WWW.THELANDLAWYERS.COM
1 E. MARKET STREET, THIRD FLOOR 1 LEESBURG, VA 20176-3014

ARLINGTON OFFICE 703 528 4700 1 PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

A-31

**LOUDOUN COUNTY DEPARTMENT OF BUILDING & DEVELOPMENT - ZONING
ADMINISTRATION (CLAIRE GRON, 7/26/07)**

I. APPLICATION SUMMARY

Zoning Administration staff has reviewed the above-referenced special exception application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("the Ordinance"). The following items were reviewed as part of the SPEX application:

- A. Information Packet, dated June 30, 2007
- B. Memorandum, dated June 29, 2007
- C. Special Exception Plat, dated December 31, 2006, revised through June 20, 2007
- D. Referral Response Letter, dated June 29, 2007

This application is a request by Woodland Properties, LLC ("the Applicant") for a special exception for a reduction in required off-street parking spaces pursuant to §5-1102(F). The Applicant requests a reduction in the required off-street parking spaces (25 spaces) to accommodate a community center due to the availability of on-street parking spaces surrounding the Village Green. The Board of Supervisors may approve a reduction in required off-street parking spaces due to the availability of public parking pursuant to §5-1102(F)(4).

**II. CONFORMANCE WITH THE REVISED 1993 LOUDOUN COUNTY ZONING
ORDINANCE.**

1. **Section 5-1102(F)(1)(a).** This section requires that a parking demand analysis be provided which substantiates the need for a reduced number of parking spaces. On page 1 of the Memorandum, the Applicant indicates that the community center shall include office space for the HOA, meeting space, and recreational facilities. Provide a parking demand analysis that includes additional information concerning the types of activities that may be occurring at the community center, their frequency, and a discussion of the projected parking demand for each activity. A special exception application for a reduction in required off-street parking spaces pursuant to §5-1102(F) must include a parking demand analysis.

Applicant Response:

The applicant previously submitted a parking demand analysis with this application titled, "Parking Assessment and Justification for the Greene Mill Preserve Rural Village SPEX Application," and has enclosed it with this referral response letter to assist Zoning Administration in its review of the application.

2. **Section 5-1102(F)(1)(c).** A special exception application for a reduction in required off-street parking spaces requires the execution of a covenant guaranteeing that the Applicant

A-32

will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked. Provide a draft covenant for review by Zoning Administration and the County Attorney's office.

Applicant Response:

Based on the advice from legal counsel, the applicant is unable to provide a covenant for review by Zoning Administration and the County Attorney's office. The applicant is unable to submit a private covenant based on the fact that the roads that would accommodate the on-street parking are public and owned/maintained by VDOT.

The road is constructed to the VDOT standard width of 36 feet and is designed to accommodate parking on both sides of the street, while still providing a 20 foot travel way for the two-way passage of vehicles. The applicant requests Zoning Administration's assistance in arriving at a solution that enables the application to move forward, while still meeting the intent of the zoning ordinance.

II. CONDITIONS OF APPROVAL

1. Staff recommends that a condition of approval of this special exception be that the covenant be executed prior to the issuance of the zoning permit for the community center.

Applicant Response:

See response to comment #2 above.

LOUDOUN COUNTY DEPARTMENT OF FIRE, RESCUE AND EMERGENCY MANAGEMENT (MARIA FIGUEROA, 7/31/07)

Thank you for the opportunity to review the Applicant's response to our comments dated May 8, 2007. While the materials provided by the applicant's response show that the 20 feet of travel way would be available, Staff remains concerned that parking on both sides of the street can compromise response times and adequate access/ circulation of emergency vehicles. Staff strongly recommends parking be permitted only on one side of the street.

Applicant Response:

In addition to Exhibit A - the Autoturn analysis - that was submitted with the previous referral response, which illustrates that there is adequate road width for an aerial ladder truck to comfortably navigate the turns in front of the community center, the applicant has enclosed an article that was included in the August 2007 edition of Urban Land magazine titled, "Skinny Streets and Fire Trucks." This article details several examples from around the country - many of which are more extreme than the applicant's proposal - in which narrow

streets and/or parking on both sides of the street do not hinder a fire truck's ability to comfortably navigate a neighborhood in response to an emergency situation. It's the applicant's hope that this additional evidence will alleviate the Department of Fire, Rescue and Emergency Management's concerns about the application.

LOUDOUN COUNTY OFFICE OF TRANSPORTATION SERVICES (SHAHEER ASSAD, 7/25/07)

Background

The applicant is seeking approval of a special exception to accommodate on street community center parking surrounding the community green, which is zoned for PD-RV zoning district. The site is located on the west side of Evergreen Mill Road (Route 621) and east of Watson Road (Route 860). In response to the applicant's summary of the discussion dated June 29, 2007; related to Green Mill Preserve, here are my recommendations:

Comment 1: A meeting is recommended with VDOT, County Official, Community Resident representatives and the applicant to discuss impacts and solutions for the community issues related to the on-street parking. The meeting is an opportunity for the public officials to learn more about the concerns of the community as well as the community to assess the traffic concerns.

Applicant Response: Given the expected minimal usage of parking for the community center and the infrequency of the events that will occur at community center, the proposed Special Exception will not have a significant impact on the residents of Greene Mill preserve. In addition, no transportation issues or objections were raised at the Pre-Application Conference held on October 10, 2006. As we execute what we believe to be the intention of the Greene Mill Preserve Rural Village Plan, we believe providing on-street parking spaces, as opposed to paving an off-street parking lot, serves as a fulfillment of the plan's intention. The applicant is open to receiving comments from Green Mill Preserve residents regarding this application and will hold a community meeting to receive input from Green Mill Preserve residents and County Staff prior to the public hearings for this application.

Issue Status: The meeting should also include VDOT.

Applicant Response:

The applicant has scheduled a community meeting for Tuesday, September 18, 2007 at 7:00 p.m. in the WCI model home within Greene Mill Preserve. The applicant previously sent a notification email to the County's project manager and any additional referral agents that have been involved with this application and may wish to attend, including VDOT.

A-34

Comment 2: The Special Exception Plat does not show the traffic volume on the streets that are designated for the Preserve Community Center parking.

Applicant Response: The Special Exception Plat has been revised to show the traffic on the streets that are designated for community center parking.

Issue Status: Resolved

Applicant Response:

The applicant has no comment.

Comment 3: The applicant proposed parking on both sides of the streets. Design for residential streets right-of-way should meet VDOT standards for required pavement width needed to support travel lanes, on-street parking, and emergency maintenance and service vehicle access.

Applicant Response: The residential street right-of-way design meets VDOT standards for required pavement width needed to support travel lanes, on street parking and emergency maintenance and service vehicle access. Minimum required curb-to-curb width is 28 feet; the applicant provides 36 feet. Right-of-way width is required at a minimum 6 feet beyond the back of curb where trees are planted; the applicant provides 7 feet beyond the back of curb. The applicant meets VDOT parking requirements by providing at least 3 off-street parking spaces in the drives of each home. Emergency vehicle access width requirements are factored into the minimum curb-to-curb widths and the minimum widths for the design volume of these roads are listed as 18 feet per AASHTO and Loudoun County FSM requirements. Further, minimum widths are met as acknowledged per a Fire and Rescue Planning Staff letter dated May 8, 2007. The attached exhibit illustrates the results of a detailed auto turn analysis that shows negotiating the travel-way in the event of parking on both sides of the street is possible. Considering the geometric design and parking on both sides of the street, no special turning movements would be required for aerial ladder truck.

Issue Status: Resolved

Applicant Response:

The applicant has no comment.

Comment 4: As shown on the plat, parking on streets are very close to the curve of intersections. A sight distance problem may occur as a result of parking too close to the end of streets.

Applicant Response: The Construction Plans and Profiles include sight distances that have been consistently approved with VDOT standards for both distance and encroachments. Per the VDOT Subdivision Street Design Guide standards for sight distance criteria, on street parking is considered a temporary condition and are permitted as temporary obstruction.

Issue Status: Resolved

Applicant Response:

The applicant has no comment.

Comment 5: What is the radius of the cul-de-sac turnaround that is shown on the Special Exception Plat? VDOT requires a minimum radius of 30 feet, measured to the edge of the pavement or face of curb, for cul-de-sac turnarounds on residential streets serving less than 25 dwellings and less than 1/4 mile in length. For all other residential cul-de-sac streets, as well as any non- residential cul-de-sac streets, the minimum radius is 45 feet.

Applicant Response: The radius of the cul-de-sac turn around is 45 feet and is now shown on the Special Exception Plat.

Issue Status: Resolved

Applicant Response:

The applicant has no comment.

Further recommendations are provided by Charles Acker, Transportation Operations Engineering. Please see attachment 1.

Conclusion

Most of the transportation issues are resolved except comments 6, 7, and 9 on the OTS attached memorandum issued by Charles Acker.

Applicant Response:

The applicant previously responded to Charles Acker's second set of referral comments, but has since received no response from Mr. Acker. At this time, the applicant is unable to provide a further response to Mr. Acker's comments until Mr. Acker provides his response to the applicant's original response.

For the County's convenience, the applicant provides its previous response to Mr. Acker's comments below.

2 SET OF COMMENTS

Before this Special Exception goes to the Planning Commission/Board of Supervisors, the applicant should be required to petition the owners that would be directly affected by the loss of on-street parking, to determine if they agree with the applicant's request (one signature per household). They purchased under the existing Concept Development Plan that assumed parking would be available on the street.

A-36

Applicant Response:

The Applicant has revised the Special Exception Plat to illustrate the 30 spaces that will be used directly by the community center. There are numerous additional spaces depicted on the Plat that are also available for community center use. None of these spaces conflict with the on-street or off-street (garage or driveway) residential spaces shown on the Plat. The revised Special Exception Plat indicates that there is a plentiful amount of community center and residential spaces available in the vicinity of the community green. The community center and residential spaces will be able to coexist without conflict and therefore there is no need to petition the owners of Greene Mill Preserve regarding the loss of on-street spaces.

The scale of the exhibit is not 1" = 100 feet, it measures 1" = 50 feet

Applicant Response:

The Special Exception Plat has been revised accordingly.

The exhibit presented shows vehicles parked as close as 2 feet to the driveway apron, which could hinder delivery of mail to the rural boxes and exiting the driveway.

Applicant Response:

The majority of on-street community center parking spaces will be included around the community green, which does not include mail boxes or driveways. The parking spaces shown along the cul-de-sac and other roads simply indicate the typical 8' x 22' parking space and will not hinder mail delivery or driveway access.

Several homes shown in the 500 foot radius do not have on site driveway turn-a-rounds, so vehicles must back out onto the street. Parked vehicles will obscure the line of sight for motorists exiting driveways. The Applicant should show through exhibits the site lines (both vertically and horizontally) for each driveway affected.

Applicant Response:

Per VDOT Subdivision Street Design Guidelines, parking is assumed in all curb and gutter road sections. The travelway width requirement reflects this assumption. Also, the Applicant is not aware of a driveway turn-a-round requirement for residential streets with such low average daily trips. Given the low amount of average daily trips, residents will not be unduly harmed through a lack of on-site turn-a-rounds.

A-37

The proffers of Woodland Rural Village, ZMAP-1997-000], do not contain a paragraph requiring homeowners to keep their garage parking available, therefore the County required parking spaces must be available in the driveway or by on-street parking spaces. The low number of spaces required by the Zoning Ordinance (2.5) is not realistic, especially in a rural setting. There is no public transportation planned inside this community, therefore as each child reaches the legal age to drive, he/she will most likely have their own vehicle. A more realistic figure for the number of parking spaces needed would be to count the number of bedrooms, add one for the spouse in the master bedroom. The result would be the minimum number of spaces in the driveways and adjacent streets.

Applicant Response:

Per Section 5-1102 (C)(E) - Residential Single Family Dwelling Unit - of the Zoning Ordinance, the existing amount of parking meets and exceeds the required number of parking spaces. Contra' to the belief that no public transportation is available for Greene Mill Preserve, the Applicant notes that Loudoun County school bus service is currently provided.

The developer indicates that the community center is for residents but the proffers do not restrict its use to only residents, therefore a resident or non-residents could use/rent the building for a party where non-residents could attend. Under this condition, the extra "guests" would be using the on-street parking at times not identified in the justification document. The Applicant implies in the justification statement that only residents will be using the community center.

Applicant Response:

The primary purpose of the community center is to serve residents of the community. However, if additional non-residents choose to attend a community center event, there will be ample on-street parking available to accommodate their parking needs per this Special Exception application. Also, since the occupancy of the community center is limited by the Fire Marshall to 99 persons, there will be no net parking impact as a result of non-residents attending community center events.

The developer must show that the new travelway widths can be negotiated by fire and rescue vehicles without slowing response times.

Applicant Response:

The Applicant has included Exhibit A with this referral response which indicates that the circulation of emergency vehicles and their response times will not be compromised by permitting parking on both sides of the street.

A-38

Estimates show that the residents will be losing 2/10 of an acre of "civic" use without the parking area. How will the developer compensate the community for this loss? Hardened (like emergency access areas) multi-purpose fields could serve as community recreation/fitness areas and overflow parking for weddings/parties/events, making up for the loss of "civic" area. It would also be environmentally green.

Applicant Response:

The proposed Special Exception will not result in a loss of civic uses, but will in fact enhance community cohesiveness. Paving an off-street parking lot is much less conducive to pedestrian-friendly design and encourages residents to drive to the community center rather than walk. In addition, on-street parking is much more environmentally friendly since it does not require additional paved areas.

As a side note, the Applicant would appreciate an explanation of how the loss of 2/10 of an acre of "civic" uses was estimated.

Applicant should provide written documentation that the Fire Marshall has determined the community center occupancy to be 99.

Applicant Response:

This documentation was provided by the Fire Marshall in a June 23, 2006 email that is included with this referral response. In this email, the Fire Marshall mentions that the occupancy was reduced from 228 persons to 99 persons as the result of a lack of panic hardware in the building.

VIRGINIA DEPARTMENT OF TRANSPORTATION (RASHID SIRAJ, 7/26/07)

We have reviewed the above revised application as requested and have no objection to the approval.

Applicant Response:

The applicant concurs with the VDOT recommendation for approval.

The Applicant would be more than willing to address any additional comments or questions staff may have in preparation for the Planning Commission public hearing.

A- 39

Sincerely,

WALSH, COLUCCI, LUBELEY, EMRICH &
WALSH, P.C.



Michael G. Romeo
Land Use Planner

Enclosures, as stated

cc: Stephen J. Plescow, Director - Land Development, Renaissance at Woodlands, LLC
Randy Brown, Engineering Manager, Stanley Martin Companies
Matthew Trout, Project Engineer - Urban, Ltd.
Ross Stilling, Project Engineer - Urban, Ltd.
William J. Keefe, AICP, Planner, Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

A-40



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Michael G. Romeo
Land Use Planner
(571) 209-5772
mromeo@ldn.thelandlawyers.com

MEMORANDUM

TO: Ms. Jane McCarter
FROM: Michael G. Romeo
DATE: June 29, 2007
RE: Parking Assessment and Justification for the Greene Mill Preserve Rural Village SPEX Application

This memorandum presents the required justification for the adjustment of the parking requirement for the proposed community center in Greene Mill Preserve. The Applicant, **Renaissance at Woodlands, LLC**, is requesting that the official parking requirement for the community center be reduced to zero and the parking for the community center be permitted in on-street parking spaces on the adjacent public streets. Greene Mill Preserve is a 229 dwelling unit rural village presently under construction abutting Evergreen Mills Road in Loudoun County. Specifically, this parking assessment explains the proposed use for the community center and justifies the request for the reduction of off-street parking.

The proposed Greene Mill Preserve community center will consist of approximately 2,500 square feet of space and will include a limited number of functions. Such functions will include office space for the HOA (no permanent employees) and meeting space and recreational facilities for the community. Since Greene Mill Preserve has been approved for only 229 dwelling units, the number of home owners using the community center on a regular basis will be minimal. It is the intention of the Applicant to reduce the off-street parking requirement related to the community center use and allow for the necessary parking to be permitted on the public streets surrounding the community green.

PHONE 703 737 3633 ■ FAX 703 737 3632 ■ WWW.THELANDLAWYERS.COM
1 E. MARKET STREET, THIRD FLOOR ■ LEESBURG, VA 20176-3014

ARLINGTON OFFICE 703 528 4700 ■ PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

A-41

The parking requirement for a "public assembly" land use is defined under Section 5-1102(E) of the Zoning Ordinance as having "0.25 persons in permitted occupancy approved by the Fire Marshal plus one space per employee." For the approximately 2,500 square foot building, the occupancy factor, as determined by the Fire Marshall, was reduced from 228 persons to 99 persons due to the lack of panic hardware on the doors. This results in a parking requirement of 25 parking spaces.

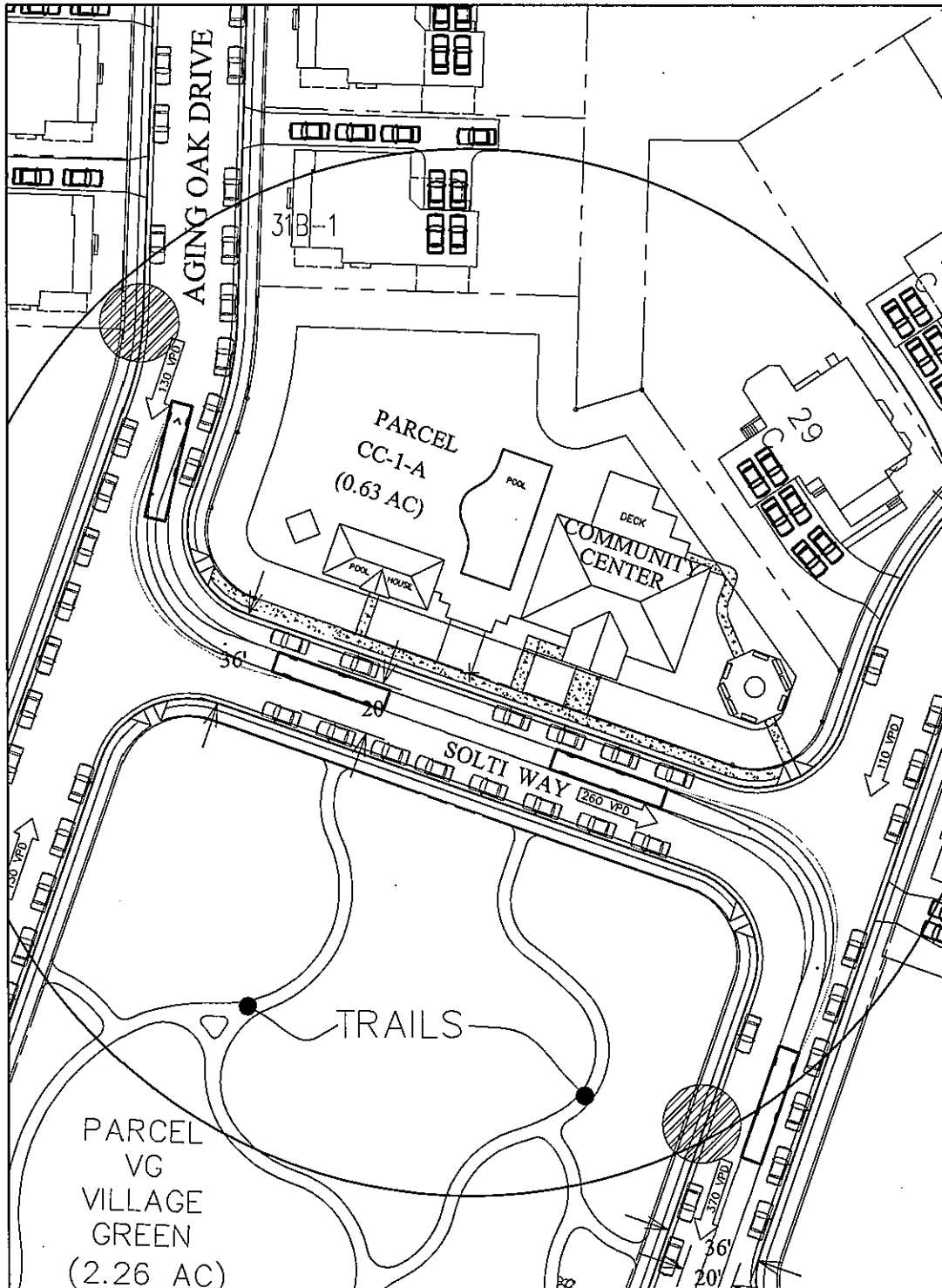
The proposed parking reduction on the community center lot is justified by the fact that the parking demand for the Greene Mill Preserve community center is very limited due to the anticipated infrequent use of the building. Due to the small size of the Greene Mill Preserve rural village, the community center will only be open on an "as needed" basis and will have no permanent employees. Importantly, the Applicant anticipates that the majority of the community center trips will be made by residents walking to the community center rather than by using vehicles. This conforms with the primary intent of the rural village community design. Seventy-five percent of the Greene Mill Preserve dwelling units are located within a quarter mile of the community center allowing for ease of pedestrian access to the facility.

Even when larger community events occur in the community center, such as the annual HOA meeting, there will be at least 30 parking spaces, all within 200 feet of the community center, exclusively available for the community center use on adjacent public streets. Ample additional parking spaces will be available surrounding the community green to supplement the 30 parking spaces provided exclusively for the community center. These parking spaces will significantly reduce the possibility of parking or congestion problems within Greene Mill Preserve, and therefore, provides a justification for the need of the requested parking reduction.

A-42

EXHIBIT A

AUTOTURN FOR AERIAL LADDER TRUCK



Skinny Streets and Fire Trucks

REID EWING, TED STEVENS,
AND STEVEN J. BROWN

The main obstacle to skinny streets in the United States is no longer the city traffic engineer, but rather the local fire chief, who enforces the fire code with singular purpose.

Baldwin Park, a 1,100-acre (445-ha) new community in Orlando, Florida, has a network of narrow—20- to 22-foot-wide (6- to 6.7-m-wide)—streets; so narrow, in fact, that two-way traffic has to yield even when it passes a single parked car.

SKINNY STREETS CALM TRAFFIC, maintain a comfortable human scale for pedestrians, cut the cost of development, make more land available for public and private spaces, and minimize the negative environmental impacts of all that asphalt, such as runoff and reflective heat. The narrow streets of older neighborhoods, villages, and towns are a large part of their charm. Some of the most acclaimed new communities feature narrow streets. Even the popular media have picked up on their value. One of *Newsweek* magazine's "15 ways to fix the suburbs" was to reduce the width of neighborhood streets.

The field of traffic engineering is slowly embracing narrow streets. This is evident from articles in professional magazines, downsized street standards in many communities, and recommended street designs from an unlikely pair, the Washington, D.C.-based Institute of Transportation Engineers and the Chicago-based Congress for the New Urbanism. Back in 2001, the Urban Land Institute, the National Association of Home Builders, the American Society of Civil Engineers, and the Institute of Transportation Engineers published *Residential Streets: Third Edition*, authored by Walter M. Kulash, that examined street widths to enhance livability.

Nowadays, the main obstacle to skinny streets is no longer the city traffic engineer, but rather the local fire chief, who enforces the fire code with singular purpose. The National Uniform Fire Code and International Fire Code call for 20 feet (6 m) of clear width (beyond

parking lanes) with very limited exceptions. State and local fire codes tend to follow suit (though they needn't, as the national and international codes are advisory).

When citizens and developers began demanding narrower streets, the fire department of Peoria, Illinois, objected on the grounds that, someday, fire trucks might approach a fire from different directions, while parked cars lined both sides of the street, blocking access. In the interest of "safety first," the city commission voted five to zero to maintain the existing subdivision street standard of 34 feet (10.3 m). The fire department of Dover, Delaware, baldly asserted that no parking should be allowed on streets narrower than 28 feet (8.5 m) because it "presents a severe danger to the public. Firefighting operations would be greatly affected in these areas." Dover's standard subdivision street is 36 feet (11 m).

Proponents of skinny streets suggest that more fire substations be built to cut response times, that big fire trucks be replaced with small ones, and that firefighters be trained to haul hoses some distance as they do in big cities. But such ideas are unlikely to carry the day in a political environment of scarce resources and deference to public safety.

So began a search for creative compromises on street widths between developers and fire departments.

Baldwin Park, Orlando, Florida. Baldwin Park is a 1,100-acre (445-ha) new community on the site of the former Naval Training Center in Orlando, Florida. City officials rejected a sparse network of high-capacity roads in favor of a fine network of two-lane streets, woven into the surrounding community. A master developer was chosen who shared this community vision.

But all that connectivity introduced the threat of cut-through traffic, and the need for traffic calming. "Street connectivity and traffic calming are siblings," says Danny Pleasant, Orlando's transportation planning bureau chief at the time. "You need both." The solution at Baldwin Park is a network of very narrow streets, 20 to 22 feet (6 to 6.7 m)—so narrow, in fact, that two-way traffic has to yield even when it passes a single parked car. A complete street grid with alleyways allows fire trucks to attack a fire from all directions. All buildings in the community, including single-



A-44

LANDWRITES

family houses, are outfitted with sprinklers. The upfront cost of the sprinklers is offset by lower insurance rates.

To sell the idea of skinny streets, Orlando sent its fire officials on tours of the Disney new town Celebration, and the old town of Winter Park, which abuts Baldwin Park. With streets as narrow as Baldwin Park's, Winter Park showed that a grid of narrow streets could provide uncompromised emergency access. City transportation staff identified the streets on which fire officials lived, and used some of the narrow ones as examples of safe and skinny streets in their presentations to the fire department.



The Peninsula Neighborhood in Iowa City, Iowa, has 25-foot-wide (7.6-m-wide) streets—three feet (0.9 m) narrower than the existing standard—with parking on both sides.

Canyon Rim Village, Redmond, Oregon: Canyon Rim Village is a 70-acre (28.3-ha) greenfield development in Redmond, Oregon, about 120 miles (193 km) east of Eugene. In an 18-month effort, Tennant Development gained approval for streets measuring 28 feet (8.5 m) wide, including parking on both sides. This is eight feet (2.4 m) narrower than the city's subdivision street standard of 36 feet (11 m).

Houses at Canyon Rim Village are alley loaded, reducing the number of parked cars on the street and freeing up space for emergency response. The absence of parked cars has a downside, making streets visually wider than ideal for traffic calming. Following Canyon Rim Village's lead, another developer was allowed to build 28-foot (8.5-m) streets in a conventional subdivision with garages in front and short driveways. These streets are now

too crowded with parked cars for the fire department's comfort, and the town has vowed not to approve 28-foot (8.5-m) streets again without alleys.

Peninsula Neighborhood, Iowa City, Iowa. Iowa City has streets of various widths, depending on the age of the neighborhood. The oldest streets, dating back to the 1800s, have 31 feet (9.4 m) of paved width. Streets built between 1900 and 1970—a majority of the city's network—are 25 feet (7.6 m) wide. In the 1970s, the subdivision street standard was raised to 28 feet (8.5 m), with parking on both sides.

In 1997, the city decided to offer an unused 40-acre (16-ha) property for sale, and hired Dover, Kohl & Associates to develop a master plan for what became Peninsula Neighborhood. The parcel was sold to a residential developer in 2001. The result is a new urbanist neighborhood with 25-foot (7.6-m) streets—three feet (0.9 m) narrower than the existing standard—that allow parking on both sides. The city engineers and fire department agreed to these narrow streets “as an experiment,” according to Iowa City planner Robert Miklo.

Since then, planners have been working with city engineers and fire officials to develop new residential street standards. The proposed standard width is 26 feet (7.9 m) with parking on only one side. The engineers and fire department have compromised on street width, while the planners have compromised on parking.

Whether this is a step in the right direction remains to be seen. On the older 25-foot (7.6-m) streets, the city regulates on-street parking based on density. In low-density areas, parking is allowed on both sides and vehicles can easily maneuver around the few cars parked on the street. In denser areas, parking is generally limited to one side of the street. There have been no reported problems with emergency access.

Glenwood Park, Atlanta, Georgia. Glenwood Park is a mixed-use neighborhood in east Atlanta, a city with old neighborhoods that do not meet the fire department's current 20-foot

(6-m) clearance requirement. The developer, Green Street Properties, arranged for a demonstration of fire truck maneuverability in one such neighborhood, Grant Park. To further narrow the test course, cones were set up. Then Green Street Properties CEO Charles Brewer and Atlanta Mayor Shirley Franklin climbed into a fire truck, and the driver navigated the course with ease. The only problem was on one turn, where a couple of cones were knocked over.

Based on this demonstration, public works and fire officials agreed to relatively narrow streets (by current Atlanta standards): 20 feet (6 m) without parking, 27 feet (8.2 m) with parking on one side, and 34 feet (10.3 m) with parking on both sides. The developer agreed to expand corner radii from 15 to 20 feet (4.5 to 6 m). Of equal importance, everyone agreed to planting tree islands in the parking lanes, every few car lengths. This way, even when cars are not parked on the street, the street is visually narrowed.

Since the win-win result at Glenwood Park, Atlanta is considering tighter street standards for traditional neighborhood developments that meet certain criteria. If approved, only 12 feet (3.6 m) of clearance would be required between parking lanes.

WaterColor, Walton County, Florida. WaterColor is a 500-acre (202.3-ha) mixed-use development by the St. Joe Company located on the Gulf of Mexico, near the original new urbanist community of Seaside. At buildout, WaterColor will have 1,140 residences, a town center, and a commercial center with a fire station.

An independent fire district reviews all development projects in Walton County, and has a chance to comment and make suggestions. Through design compromises, WaterColor ended up with 20-foot (6-m) streets—18 feet (5.5 m) of asphalt and one-foot (0.3-m) gutters on each side. This provides the required 20 feet (6 m) of clear width, but only 18 feet (5.5 m) of travel way. There is an additional eight feet (2.4 m) on each side that alternates between parking bays and planting strips, and then four-foot (1.2-m) gravel side walks that are permeable to stormwater.

The fire district wanted 20- to 25-foot (6- to 7.6-m) corner radii, but agreed to 15-foot (4.5-m) radii with load-bearing road pavers.

A-45

the corners. While motorists see tight corners, by making the curbs mountable, the effective radius for fire trucks is 20 feet (6 m).

Potomac Yard, Alexandria, Virginia. Located in Alexandria, Potomac Yard is a large mixed-use development on the site of a former rail yard. All of the houses will be oriented toward the street, with parking at the rear of the units, accessed from a system of alleys. On-street parking will be allowed on at least one side of the street—and in most cases both sides. Street widths will be comparable to those in Old Town Alexandria and in the Del Ray neighborhood.

At the time the plan was approved in 1999, no issues were raised regarding emergency access. However, when the developer submitted detailed site plans in 2005, simulations showed that fire trucks would clip corners when turning from streets to alleys. One possibility was to enlarge the corners and drop a few townhouses from the plan. But to redesign the project would have taken time and money and would have reduced the number of units available for sale. Another solution was to use smaller fire trucks, some of which the city already had at an undersized fire station nearby. The third alternative, ultimately chosen, was to place a turnkey fire station within Potomac Yard, moving the firefighting function from the undersized station to a new one with four full-size bays.

While the buildings will be equipped with sprinklers, the scale of these structures will make it necessary to attack fires from the alleys as well as from the streets. Analysis showed that a new station not only would offset delays resulting from turning problems, but also would reduce fire response times citywide, save money in the long run, and create the opportunity for additional affordable housing units over the fire station.

Potomac Yard Development, LLC, a partnership of Pulte Homes and Centex Homes, agreed to contribute the land and most of the money for the new station. Measures such as triple-paned windows, bifold rather than overhead bay doors, and high-quality insulation will be used to comply with U.S. Department of Housing and Urban Development (HUD) noise standards, isolating residents from building vibration and fire engine noise.

The state of Oregon. The national leader in street narrowing is the state of Oregon.

Oregon's transportation planning rule (TPR) requires local governments to adopt standards that keep street widths to a minimum. A stakeholder group was formed to develop street design guidelines that everyone could live with. Fire officials were well represented within the group, and the resulting guidelines have been endorsed by the office of the state fire marshal, Oregon Fire Chiefs Association, and Oregon Fire Marshal's Association. Basic residential streets are 28 feet (8.5 m) with parking on both sides, 24 feet (7.3 m) with parking on one side, and 20 feet (6 m) without parking.

Many Oregon cities have adopted skinny residential street standards. Others have approved skinny streets by granting variances for specific development projects. In Portland, a collaborative process led to the downsizing of streets from 28 to 32 feet (8.5 to 9.7 m) to 20 to 26 feet (6 to 7.9 m) with on-street parking. The old standards allowed two cars to pass unimpeded; the new standards require one car to yield to another when they pass next to parked cars. The Portland standards were shown to be adequate even for fire trucks with outriggers.

Portland's fire chief also agreed to narrow cul-de-sac streets, as long as they were less than 300 feet (91.4 m) long. That way, firefighters in a second truck could carry equipment to the fire if the street were blocked. Cul-de-sac turnarounds were reduced from 90 feet (27.4 m) to 70 feet (21.3 m) in diameter. The fire chief reasoned that speed is essential getting to an emergency, but not leaving one. Trucks can back out after a fire.

Village Homes in Davis, California. This area has skinny streets and a long track record of fire safety. Originally, fire officials wanted enough cross-sectional width for two engines to park side by side with open doors. Instead, they got a 20-foot (6-m) width on shorter cul-de-sac streets and 24 feet (7.3 m) on subcollectors. In 30 years of occupancy, there have been three fires, none with injuries. Over the same period, there have been no accidents involving pedestrians or motorists, a result of the low travel speeds.

The street widths in this article do not represent dramatic reductions from what might be considered typical. However, a few feet can make a difference in livability and envi-

ronmental impact. A typical medium-size city has more than 500 miles (804 km) of residential streets, and a five-foot (1.5-m) reduction in street width equates to a 300-acre (121.4-ha) reduction in asphalt.

The nation's largest manufacturer of fire trucks, Pierce, has cab widths varying from 100 to 102 inches (254 to 259 cm). Standard mirrors add ten inches (25.4 cm) to cab widths on each side (although new mirrors are available that add only six inches [15.2 cm]). Body widths range from 96 to 101 inches (244 to 256 cm). Outrigger spreads on ladder trucks are typically 16 feet (4.8 m) wide. Hence, there is rarely justification for more than 16 feet (4.8 m) of clearance, and in low-rise areas where ladder trucks are unnecessary, a clear width of 12 feet (3.6 m) should suffice.

Perhaps the best opportunities for street narrowing are in areas where parking can be restricted due to the presence of alleys, periodic parking bays, or off-street, common-area parking. This can result in the narrowing of streets by seven to 14 feet (2.1 to 4.2 m). Skinny streets can handle turning vehicles as long as corner radii are sized properly and parked cars are set back from intersections at appropriate distances. Even narrow cul-de-sac and small turnarounds may be acceptable as long as these streets are not too long. Demonstrations with fire trucks and cones, or simulation programs such as AutoTURN, can be used to establish dimensional requirements for turning movements.

Other design solutions include mountable curbs and loadbearing sidewalks, sprinklers in all residential units, textured pavements and landscaped islands to visually narrow streets, and small gaps in on-street parking for outriggers.

What is needed to reach a compromise is a creative development team and an open-minded fire chief. **UL**

REID EWING is a research professor at the National Center for Smart Growth at the University of Maryland. **TED STEVENS** is a planner at Government Services IPT in Lanham, Maryland, where he is involved with master planning for federal facilities around the country. **STEVEN J. BROWN**, a principal with Fehr & Peers, is a traffic engineer with 20 years of both public and private sector experience.

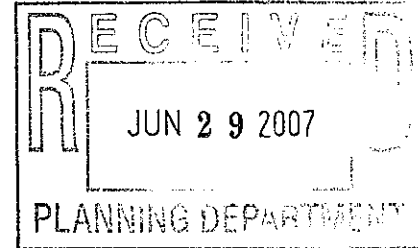
A-46



**WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC**

Michael G. Romeo
Planner
(703) 737-3633
mromeo@ldn.thelandlawyers.com

June 29, 2007



Via Hand Delivery

Ms. Jane McCarter, Project Manager
Loudoun County Department of Planning
One Harrison Street, S.E., 3rd Floor
Leesburg, Virginia 20177

**Re: Referral Response Letter for SPEX 2006-0039, "Greene Mill Preserve"
Community Center Parking**

Dear Ms. McCarter:

On behalf of **Renaissance at Woodlands, LLC** (the, "Applicant"), I am providing you with this letter that includes Applicant responses based on referrals received from various County agencies. The Applicant has attempted to respond to each Staff comment in a constructive and positive manner. The Applicant hopes these responses will enable this application to receive an endorsement from Staff and be scheduled for a Planning Commission public hearing as soon as possible. The Applicant's responses follow staff comments in bold.

LOUDOUN COUNTY DEPARTMENT OF PLANNING (SARAH MILIN, 5/7/2007)

PROJECT DESCRIPTION

Woodland Properties, LLC has requested a Special Exception to allow parking for the community center to be provided on the adjacent public streets as on-street parking rather than as a separate, on-site lot. The Zoning Ordinance requires that twenty-five parking spaces be provided for the community center. The proposed community center will consist of approximately 2,500 sq ft of space and include office space for the HOA as well as meeting space and recreational facilities for the community.

Greene Mill Preserve is a 425-acre planned Rural Village located east of Watson Road (Route 860), west of Evergreen Mills Road (Route 621) and north of Red Hill Road (Route 617). The development is accessed from both Watson Road and Evergreen Mills Road. The Loudoun County Board of Supervisors approved Greene Mill Preserve,

PHONE 703 737 3633 ■ FAX 703 737 3632 ■ WWW.THELANDLAWYERS.COM
1 E. MARKET STREET, THIRD FLOOR ■ LEESBURG, VA 20176-3014

ARLINGTON OFFICE 703 528 4700 ■ PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

A-47

formerly known as Woodland Rural Village (ZMAP 1997-0001) in 1998 for the development of 229 single-family detached and single family attached homes. The rural village is surrounded by a 330 acre conservancy area and adopts a neo-traditional design with curvilinear streets and homes clustered around community greens. In addition to the community center, the development also features playing fields, multi-purpose courts, tot lots, and other community amenities which are dispersed throughout the village.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is governed under the policies of the Revised General Plan. The Revised General Plan places the property within the northern tier of the Rural Policy Area. The area is planned for rural economy uses and limited residential development (Revised General Plan, as amended by CPAM 2005-0005, Amendments to the Rural Policies of the Loudoun County Comprehensive Plan, Policy 3, p.7-15).

ANALYSIS

The Revised General Plan and the 1991 General Plan designate the subject property as part of the Rural Policy Area; however, there are significant policy differences between the two plans as it applies to the development of Rural Villages. The Revised General Plan does not promote the development of new rural villages within the Rural Policy Area, though new rural villages are permitted in the Transition Policy Area. Staff recognizes that Woodland Rural Village (ZMAP 1997-0001) was approved under the 1991 General Plan, which supported the development of new rural villages in the Rural Policy Area. Staff has consequently reviewed the proposed Special Exception for the rural village using the Design Guidelines from the Revised General Plan for Villages in the Transition Policy Area.

The Revised General Plan envisions Rural Villages as mixed-use communities with residential and non-residential uses integrated to create a pedestrian friendly development centered around a village core (Revised General Plan, Design Guidelines 2a, p.11-18). The arrangement and architectural style of the buildings in the village core should be consistent with the surrounding development to create a sense of place and identity for the community (Revised General Plan, Design Guidelines 2d, p.11-18). The streets should be lined with trees and houses should be built close to the street with on street parking and sidewalks (Revised General Plan, Design Guidelines 2f, p.11-18). The County also encourages street designs that are sensitive to views, pedestrian movement, landscape and physical enclosure (Revised General Plan, Design Guidelines 2d, p. 11-18).

This application proposes to allow Greene Mill Preserve's community center to be served by on-street parking rather than a separate parking lot. The applicant has provided the following justification for the request:

- The community center is in close proximity to several public roads, which have the capacity for a significant amount of on-street parking;
- The majority of the dwellings are located within a reasonable walking distance to the community center (75% of residential units are within ¼ mile); and
- The community center will encounter limited usage, with the exception of occasional community meetings.

In general, the Special Exception request conforms to the Plan's vision for a Rural Village. Specifically, on-street parking is envisioned in Rural Villages (Revised General Plan, Design Guidelines 2f, p.11-18). Sidewalks will be provided on both sides of all streets within the village, providing ample access to the community center from surrounding roadways. Furthermore, a separate parking lot could interrupt Greene Mill Preserve's streetscape and detract from its pedestrian-oriented environment.

Staff finds that the Special Exception request, as proposed, is compatible with the environs and architectural design of Greene Mill Preserve.

RECOMMENDATIONS

Staff recommends approval of the proposed Special Exception request to allow parking for the community center to be provided on the adjacent public streets as on-street parking.

Applicant Response:

The Applicant concurs with the Planning Staff's assessment of the Special Exception request.

LOUDOUN COUNTY DEPARTMENT OF BUILDING AND DEVELOPMENT – ZONING ADMINISTRATION (CLARE GRON, 4/23/2007)

I. APPLICATION SUMMARY

Zoning Administration staff has reviewed the above-referenced special exception application for conformance with the Revised 1993 Loudoun County Zoning Ordinance ("the Ordinance"). The following items were reviewed as part of the SPEX application:

A-49

- A. Information Packet, dated April 3, 2007
- B. Statement of Justification, dated March 16, 2007
- C. Memorandum, dated November 17, 2006
- D. Special Exception Plat, dated December 31, 2006

This application is a request by Woodland Properties, LLC ("the Applicant") for a special exception for a reduction in required off-street parking spaces pursuant to §5-1102(F). The Applicant requests a reduction in the required off-street parking spaces (25 spaces) to accommodate a community center due to the availability of on-street parking spaces surrounding the Village Green. The Board of Supervisors may approve a reduction in required off-street parking spaces due to the availability of public parking pursuant to §5-1102(F)(4).

II. CONFORMANCE WITH THE REVISED 1993 LOUDOUN COUNTY ZONING ORDINANCE.

1. **Section 5-1102.** Loading spaces shall be provided for Public Assembly uses at the rate of one space per 100,000 sq. ft. GFA. As the Applicant indicates that the community center shall be 2,500 sq. ft. in size, a loading space is not required. Please remove the request for the elimination of the loading space requirement from page 1 of the Memorandum.

Applicant Response:

The Applicant agrees with Zoning Staff's assessment and per Section 5-1102(A)(3) of the Revised 1993 Loudoun County Zoning Ordinance (the, "Zoning Ordinance"), the request for elimination of the loading space requirement will be removed from page 1 of the Memorandum.

2. **Section 5-1102(F).** The Applicant indicates throughout the Statement of Justification and the Memorandum that Green Mill Preserve has been designed to be a pedestrian-friendly community, and that most residences are within walking distance of the community center. This information should not be included in the request, as it is not one of the four instances identified in paragraphs (2) through (5) of §5-1102(F) for which the Board of Supervisors may approve a reduction in required off-street parking spaces.

Applicant Response:

The request for a reduction in off-street parking spaces conforms with Section 5-1102(F)(4) of the Zoning Ordinance, which states, "Parking requirements may be reduced if a property has available to it a sufficient supply of existing under-utilized public parking spaces in both off-street public parking lots and/or on-street public parking spaces, and where the applicant adequately demonstrates that such availability will continue in the future." As shown on the Special Exception Plat, there are sufficient on-street parking spaces that will more than adequately accommodate the off-street parking reduction. As insurance that these spaces will remain available in perpetuity, any alteration of the roadway that accommodates these spaces would result in a violation of the approved

A-50

concept development plan and, additionally, would result in an alteration to the bonded roads, curb and gutter and storm drainage systems that are shown and required on approved Construction Plans and Profiles.

As a side note, the Applicant agrees with County Planning Staff and maintains that its parking reduction request complies with Design Guidelines 2f, p. 11-18 of the Revised General Plan and, in addition to compliance with Section 5-1102(F)(4) of the Zoning Ordinance, is a valid reason for providing on-street parking in a pedestrian friendly rural village.

3. **Section 5-1102(F)(1).** The Applicant requests, on page 1 of the Memorandum, that “the official parking requirement for the community center be eliminated.” The off-street parking requirement may be reduced to zero, however, it may not be “eliminated.” Revise the Memorandum accordingly.

Applicant Response:

The memorandum has been revised to state that the parking requirement will be reduced to zero rather than be eliminated.

4. **Section 5-1102(F)(1)(a).** This section requires that a parking demand analysis be provided which substantiates the need for a reduced number of parking spaces. On pages 1 and 2 of the Memorandum, the Applicant indicates that the community center shall include office space for the HOA, meeting space, and recreational facilities. Please provide a more detailed parking demand analysis that includes additional information concerning the types of activities that may be occurring at the community center, their frequency, and a discussion of the projected parking demand for each activity.

Applicant Response:

For the approximately 2,500 square foot building, the occupancy factor, as determined by the Fire Marshall is 99 persons. Due to the lack of panic hardware, this would result in a parking requirement of 25 spaces. This required amount of parking spaces jibes with discussions held during previous meetings between the Applicant and Zoning Staff, in which it was determined that the community center uses will not consume large amounts of parking spaces and thus a detailed parking analysis beyond what has been provided is unnecessary.

5. **Section 5-1102(F)(1)(b).** This section requires that a plan be provided showing how the parking spaces shall be provided on the site. While page 1 of the Statement of Justification appears to request that only the on-street parking spaces around the community green be considered, and the parking tabulation identifies 51 on-street parking spaces “around the Village Green only,” the Plat illustrates additional on-street parking spaces throughout the

A-51

community. Specify if the "community green" that is referred to in the Statement of Justification is the Village Green identified on the Plat. Only off-street parking spaces that are to be considered in the reduction request should be illustrated on the Plat and included in the parking tabulation.

Applicant Response:

The community green that is referred to in the Statement of Justification is the Village Green identified on the Special Exception Plat. The Special Exception Plat has been revised to specify 30 dedicated spaces for community center use. In addition, additional spaces that surround the community green will be available for community center use, if necessary.

6. **Section 5-1102(F)(1)(c).** The Applicant indicates that an attempt will be made to address the need for a covenant pursuant to §5-1102(F)(1)(c). Be advised that a special exception application for a reduction in required off-street parking spaces shall include an executed covenant guaranteeing that the Applicant will provide additional spaces if it is found, upon thorough investigation of the actual utilization of parking spaces, that the reduction should be modified or revoked.

Applicant Response:

The Applicant will provide a draft covenant for review by the County Attorney's office pursuant to Section 5-1102 (F)(1)(c) of the Zoning Ordinance.

7. **Section 5-1102(F)(4).** Please provide additional information concerning the future availability of the on-street parking spaces. The Applicant must be able to demonstrate that the availability will continue.

Applicant Response:

The on-street parking spaces that will be available to accommodate community center parking will remain available in perpetuity. As insurance that these spaces will remain available in perpetuity, any alteration of the roadway that accommodates these spaces would result in a violation of the approved concept development plan and, additionally, would result in an alteration to the bonded roads, curb and gutter and storm drainage systems that are shown and required on approved Construction Plans and Profiles.

III. ADDITIONAL COMMENTS

1. Parcel /90/B/2///CC1/ (282-49-8065), the adjacent property designated on the CDP (ZMAP-1997-0001) for Commercial use, is included in this application. This property is referenced on page 2 of the Memorandum, and included in the parking tabulations on the Plat. However, it is

A-52

unclear how this property is related to the request. A special exception for a reduction in required off-street parking spaces is not required for the use of off-street parking spaces on another parcel within 500 feet of the principal entrance of the building, pursuant to §5-1103. Please remove all references to Parcel /90/B/2///CC1/ (282-49-8065) from this application.

Applicant Response:

Per Section 5-1103 of the Zoning Ordinance, the Applicant has removed Parcel /90/B/2///CC1/ from the application. As an alternative, if the proposed Special Exception is not approved, providing off-street parking spaces on Parcel /90/B/2///CC1/ will be pursued.

**LOUDOUN COUNTY DEPARTMENT OF FIRE, RESCUE AND EMERGENCY
MANAGEMENT (MARIA TAYLOR FIGUEROA, 5/8/2007)**

Thank you for the opportunity to review the above captioned application. The Fire and Rescue Planning Staff can not support this application as presented. A minimum width of 20 feet is necessary to accommodate a ladder truck (12 feet of travel width plus the outriggers to secure it). While the plat shows that the 20 feet of travel way would be available, Staff remains concerned that parking on both sides of the street can compromise response times and adequate access/ circulation of emergency vehicles. Staff strongly recommends parking be permitted only on one side of the street.

Applicant Response:

Through the use of an Autoturn Analysis, Exhibit A, included with this referral response, indicates that the circulation of emergency vehicles and their response times will not be compromised by permitting parking on both sides of the street. A photograph illustrating the width of a 36 foot street and its ability to adequately accommodate parking on both sides of the street is also included with this referral response.

VIRGINIA DEPARTMENT OF TRANSPORTATION (RASHID SIRAJ, 4/26/2007)

We have reviewed the above application as requested and offer the following comments:

1. In accordance with VDOT *Road Design Manual, Appendix B, Subdivision Street Design Guide*, latest, parking is allowed on curb and gutter roadways. However, if applicable, the applicant should ensure that the plan conforms to VDOT *Subdivision Street Requirements*, latest edition, Part II, "Specific Provisions"- Section 24VAC30-91-110.E.1 and 2.a.

A-53

Applicant Response:

Since the Applicant is not proposing any perpendicular or angled parking, Section 24VAC30-91-110.E.1. does not appear to apply to the proposed Special Exception.

Per Section 24VAC30-91-110.E.2.a., the Applicant notes that each home in Greene Mill Preserve does include at least two driveway spaces. Also, the Applicant does not propose to reduce the curb-to-curb width.

2. Since VDOT has no requirement prohibiting parking on the street, the plan should still conform to all applicable Loudoun County regulations for "Adjustment of Parking Requirements", as needed.

Applicant Response:

The request for a reduction in off-street parking spaces conforms with Loudoun County's "Adjustment to Parking Requirements" and in particular, Section 5-1102(F)(4) of the Zoning Ordinance, which states, "Parking requirements may be reduced if a property has available to it a sufficient supply of existing under-utilized public parking spaces in both off-street public parking lots and/or on-street public parking spaces, and where the applicant adequately demonstrates that such availability will continue in the future." As shown on the Special Exception Plat, there are sufficient on-street parking spaces that will more than adequately accommodate the off-street parking reduction. As insurance that these spaces will remain available in perpetuity, any alteration of the roadway that accommodates these spaces would result in a violation of the approved concept development plan and, additionally, would result in an alteration to the bonded roads, curb and gutter and storm drainage systems that are shown and required on approved Construction Plans and Profiles.

3. The plan shows a mid-block crossing on Solti Way that is not acceptable and should be eliminated. All pedestrian crosswalks should be at an intersection. (This comment was also provided on the construction plan and should have been incorporated on all related applications of this development.)

Applicant Response:

Previous versions of the Construction Plans and Profiles as well as the revised Special Exception Plat included with this referral response have been revised to reflect this comment.

LOUDOUN COUNTY OFFICE OF TRANSPORTATION SERVICES (SHAHEER ASSAD, 5/9/2007 AND CHARLES ACKER, 4/26/07)

1ST SET OF COMMENTS

Background

The applicant is seeking approval of a special exception to accommodate on street community center parking surrounding the community green, which is zoned for PD-RV zoning district. The site is located on the west side of Evergreen Mill Road (Route 621) and east of Watson Road (Route 860). Please see Attachment 1 Project Vicinity Map.

Existing, Planned and Programmed Roads

Existing Route 621 is a local paved two lane roadway with variable ROW. Currently, Route 621 intersects with private driveways and roadways which are mostly un-signalized. Route 621 is planned to be a major collector road, 4-lane, median divided road/120 foot right-of-way (ROW). Left and right turn lanes are required at all intersections. The Countywide Transportation Plan recommends a bicycle and pedestrian facility along Route 621.

Transportation Comments

The Office of Transportation Services Staff has reviewed the Green Mill Preserve application and recommends the following comments. Please see attachment 2 – Additional comments.

1. A meeting is recommended with VDOT, County Official, Community Resident representatives and the applicant to discuss impacts and solutions for the community issues related to the on-street parking. The meeting is an opportunity for the public officials to learn more about the concerns of the community as well as to assess the traffic concerns.

Applicant Response:

Given the expected minimal usage of parking for the community center and the infrequency of the events that will occur at the community center, the proposed Special Exception will not have a significant impact on the residents of Greene Mill Preserve. In addition, no transportation issues or objections were raised at the Pre-Application Conference held on October 10, 2006. As we execute what we believe to be the intention of the Greene Mill Preserve Rural Village Plan, we believe providing on-street parking spaces, as opposed to paving an off-street parking lot, serves as a fulfillment of the plan's intention. The Applicant is open to receiving comments from Greene Mill Preserve residents regarding this application and will hold a community meeting to receive input from Greene Mill Preserve residents and County Staff prior to the two public hearings for this application.

A-55

2. The Special Exception Plat does not show the traffic volume on the streets that are designated for the Preserve Community Center parking.

Applicant Response:

The Special Exception Plat has been revised to show the traffic volume on the streets that are designated for community center parking.

3. The applicant proposed parking on both sides of the streets. Design for the residential streets right-of-way should meet VDOT standards for required pavement width needed to support travel lanes, on-street parking, and emergency maintenance and service vehicle access.

Applicant Response:

The residential street right-of-way design meets VDOT standards for required pavement width needed to support travel lanes, on-street parking and emergency maintenance and service vehicle access.

Minimum required curb-to-curb width is 28 feet; the Applicant provides 36 feet. Right-of-way width is required at a minimum 6 feet beyond the back of curb where trees are planted; the Applicant provides 7 feet beyond the back of curb. The Applicant meets VDOT parking requirements by providing at least 3 off-street parking spaces in the drives of each home. Emergency vehicle access width requirements are factored into the minimum curb-to-curb widths and the minimum widths for the design volume of these roads are listed as 18 feet per AASHTO and Loudoun County FSM requirements. Further, minimum widths are met as acknowledged per a Fire and Rescue Planning Staff letter dated May 8, 2007. The attached exhibit illustrates the results of a detailed AutoTurn analysis that shows negotiating the travelway in the event of parking on both sides of the street is possible. Considering the geometric design and parking on both sides of the street, no special turning movements would be required for aerial ladder trucks.

4. As shown on the plat, parking on streets are very close to the curve of the intersections. A sight distance problem may occur as a result of parking too close to the end of streets.

Applicant Response:

The Construction Plans and Profiles include sight distances that have been consistently approved with VDOT standards for both distance and encroachments. Per the VDOT Subdivision Street Design Guide standards for sight distance criteria, on-street parking is considered a temporary condition and are permitted as temporary obstructions.

A-56

5. What is the radius of the cul-de-sac turnaround that is shown on the Special Exception Plat? VDOT requires a minimum radius of 30 feet, measured to the edge of the pavement or face of curb, for cul-de-sac turnarounds on residential streets serving less than 25 dwellings and less than ¼ mile in length. For all other residential cul-de-sac streets, as well as any non-residential cul-de-sac streets, the minimum radius is 45 feet.

Applicant Response:

The radius of the cul-de-sac turn around is 45 feet and is now shown on the Special Exception Plat.

Conclusion

The Average Daily Traffic Volume on local streets should be defined. Community residents should be involved or represented in this project. The applicant should meet with VDOT and the County to discuss traffic impacts and solutions for the neighborhood street parking.

Applicant Response:

The Average Daily Traffic Volume is now shown on the Special Exception Plat. The Applicant will hold a community meeting prior to the two public hearings to receive any input that Greene Mill Preserve residents and/or County Staff may have.

2ND SET OF COMMENTS

Before this Special Exception goes to the Planning Commission/Board of Supervisors, the applicant should be required to petition the owners that would be directly affected by the loss of on-street parking, to determine if they agree with the applicant's request (one signature per household). They purchased under the existing Concept Development Plan that assumed parking would be available on the street.

Applicant Response:

The Applicant has revised the Special Exception Plat to illustrate the 30 spaces that will be used directly by the community center. There are numerous additional spaces depicted on the Plat that are also available for community center use. None of these spaces conflict with the on-street or off-street (garage or driveway) residential spaces shown on the Plat. The revised Special Exception Plat indicates that there is a plentiful amount of community center and residential spaces available in the vicinity of the community green. The community center and residential spaces will be able to coexist without conflict and therefore there is no need to petition the owners of Greene Mill Preserve regarding the loss of on-street spaces.

A-57

The scale of the exhibit is not 1" = 100 feet, it measures 1" = 50 feet

Applicant Response:

The Special Exception Plat has been revised accordingly.

The exhibit presented shows vehicles parked as close as 2 feet to the driveway apron, which could hinder delivery of mail to the rural boxes and exiting the driveway.

Applicant Response:

The majority of on-street community center parking spaces will be included around the community green, which does not include mail boxes or driveways. The parking spaces shown along the cul-de-sac and other roads simply indicate the typical 8' x 22' parking space and will not hinder mail delivery or driveway access.

Several homes shown in the 500 foot radius do not have on site driveway turn-a-rounds, so vehicles must back out onto the street. Parked vehicles will obscure the line of site for motorists exiting driveways. The Applicant should show through exhibits the site lines (both vertically and horizontally) for each driveway affected.

Applicant Response:

Per VDOT Subdivision Street Design Guidelines, parking is assumed in all curb and gutter road sections. The travelway width requirement reflects this assumption. Also, the Applicant is not aware of a driveway turn-a-round requirement for residential streets with such low average daily trips. Given the low amount of average daily trips, residents will not be unduly harmed through a lack of on-site turn-a-rounds.

The proffers of Woodland Rural Village, ZMAP-1997-0001, do not contain a paragraph requiring homeowners to keep their garage parking available, therefore the County required parking spaces must be available in the driveway or by on-street parking spaces. The low number of spaces required by the Zoning Ordinance (2.5) is not realistic, especially in a rural setting. There is no public transportation planned inside this community, therefore as each child reaches the legal age to drive, he/she will most likely have their own vehicle. A more realistic figure for the number of parking spaces needed would be to count the number of bedrooms, add one for the spouse in the master bedroom. The result would be the minimum number of spaces in the driveways and adjacent streets.

Applicant Response:

Per Section 5-1102 (C)(E) – Residential Single Family Dwelling Unit – of the Zoning Ordinance, the existing amount of parking meets and exceeds the required number of parking spaces. Contrary to the belief that no public transportation is available for Greene

A-58

Mill Preserve, the Applicant notes that Loudoun County school bus service is currently provided.

The developer indicates that the community center is for residents but the proffers do not restrict its use to only residents, therefore a resident or non-residents could use/rent the building for a party where non-residents could attend. Under this condition, the extra "guests" would be using the on-street parking at times not identified in the justification document. The Applicant implies in the justification statement that only residents will be using the community center.

Applicant Response:

The primary purpose of the community center is to serve residents of the community. However, if additional non-residents choose to attend a community center event, there will be ample on-street parking available to accommodate their parking needs per this Special Exception application. Also, since the occupancy of the community center is limited by the Fire Marshall to 99 persons, there will be no net parking impact as a result of non-residents attending community center events.

The developer must show that the new travelway widths can be negotiated by fire and rescue vehicles without slowing response times.

Applicant Response:

The Applicant has included Exhibit A with this referral response which indicates that the circulation of emergency vehicles and their response times will not be compromised by permitting parking on both sides of the street.

Estimates show that the residents will be losing 2/10 of an acre of "civic" use without the parking area. How will the developer compensate the community for this loss? Hardened (like emergency access areas) multi-purpose fields could serve as community recreation/fitness areas and overflow parking for weddings/parties/events, making up for the loss of "civic" area. It would also be environmentally green.

Applicant Response:

The proposed Special Exception will not result in a loss of civic uses, but will in fact enhance community cohesiveness. Paving an off-street parking lot is much less conducive to pedestrian-friendly design and encourages residents to drive to the community center rather than walk. In addition, on-street parking is much more environmentally friendly since it does not require additional paved areas.

As a side note, the Applicant would appreciate an explanation of how the loss of 2/10 of an acre of "civic" uses was estimated.

A-59

Applicant should provide written documentation that the Fire Marshall has determined the community center occupancy to be 99.

Applicant Response:

This documentation was provided by the Fire Marshall in a June 23, 2006 email that is included with this referral response. In this email, the Fire Marshall mentions that the occupancy was reduced from 228 persons to 99 persons as the result of a lack of panic hardware in the building.

Please feel free to contact me if you have any questions or comments related to the information contained in this referral response letter. We look forward to resolving any further issues related to this application and bringing it to the Planning Commission for public hearing review.

Sincerely,

WALSH, COLUCCI, LUBELEY, EMRICH &
WALSH, P.C.



Michael G. Romeo
Planner

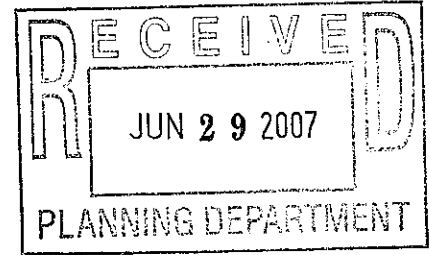
cc: Stephen J. Plescow, Director – Land Development, Renaissance at Woodlands, LLC
Randy Brown, Engineering Manager, Stanley Martin Companies
Matthew Trout, Project Engineer – Urban, Ltd.
Ross Stilling, Project Engineer – Urban, Ltd.
William J. Keefe, AICP, Planner, Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

A-60



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Michael G. Romeo
Land Use Planner
(571) 209-5772
mromeo@ldn.thelandlawyers.com



MEMORANDUM

TO: Ms. Jane McCarter
FROM: Michael G. Romeo
DATE: June 29, 2007
RE: Parking Assessment and Justification for the Greene Mill Preserve Rural Village SPEX Application

This memorandum presents the required justification for the adjustment of the parking requirement for the proposed community center in Greene Mill Preserve. The Applicant, **Renaissance at Woodlands, LLC**, is requesting that the official parking requirement for the community center be reduced to zero and the parking for the community center be permitted in on-street parking spaces on the adjacent public streets. Greene Mill Preserve is a 229 dwelling unit rural village presently under construction abutting Evergreen Mills Road in Loudoun County. Specifically, this parking assessment explains the proposed use for the community center and justifies the request for the reduction of off-street parking.

The proposed Greene Mill Preserve community center will consist of approximately 2,500 square feet of space and will include a limited number of functions. Such functions will include office space for the HOA (no permanent employees) and meeting space and recreational facilities for the community. Since Greene Mill Preserve has been approved for only 229 dwelling units, the number of home owners using the community center on a regular basis will be minimal. It is the intention of the Applicant to reduce the off-street parking requirement related to the community center use and allow for the necessary parking to be permitted on the public streets surrounding the community green.

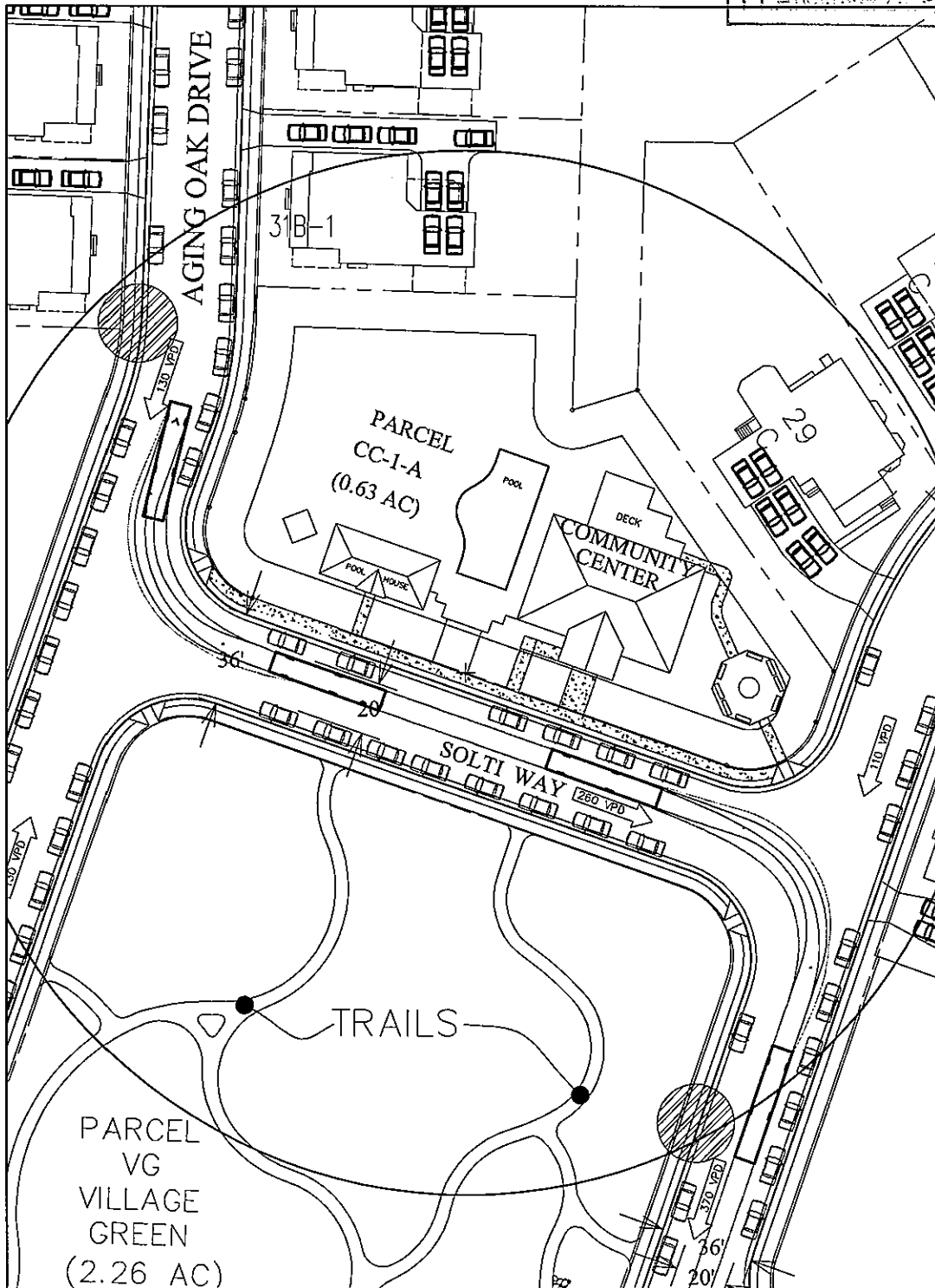
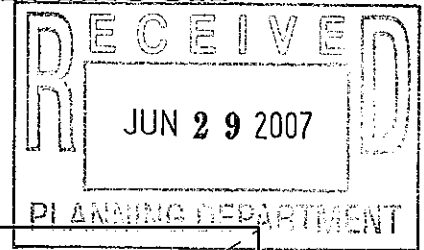
PHONE 703 737 3633 ■ FAX 703 737 3632 ■ WWW.THELANDLAWYERS.COM
1 E. MARKET STREET, THIRD FLOOR ■ LEESBURG, VA 20176-3014

ARLINGTON OFFICE 703 528 4700 ■ PRINCE WILLIAM OFFICE 703 680 4664

ATTORNEYS AT LAW

A-61

EXHIBIT A AUTOTURN FOR AERIAL LADDER TRUCK



A-63

-----Original Message-----

From: Maria Figueroa [<mailto:MFIGUERO@loudoun.gov>]

Sent: Friday, June 23, 2006 3:16 PM

To: Keefe, William J.

Subject: Re: Woodland Village

Hello, Bill! I had the Fire Marshal's Office and the Fire Inspectors at B&D take a look at your request. Based on the information available to us, please find the answer below. If you have specific questions regarding the e-mail, please let me know or contact Mr. Rinaldi directly.

Hi Maria,

That building will hold 228 if the doors have panic hardware. Without panic hardware the occupancy will be limited to 99. Door hardware types were not indicated on the plans.

Wally

Raymond "Wally" Rinaldi
Chief Fire Inspector
County of Loudoun, Virginia
703-771-5449

A-64

Important! The adopted Affidavit and Reaffirmation of Affidavit forms shall not be altered or modified in any way. Any form that is altered or modified in any way will not be accepted.

REAFFIRMATION OF AFFIDAVIT

In reference to the Affidavit dated May 17, 2007 for the application of
(enter date of affidavit)

Woodland Properties, LLC

(enter name(s) of applicant(s))

in Application Number(s): SPEX 2006-0039

(enter application number(s))

I, Stephen T. Plescow, Agent, do hereby state that I am an

(check one) ☐ applicant (must be listed in Paragraph B of the above-described affidavit)

☒ applicant's authorized agent (must be listed in Paragraph B of the above-described affidavit)

and that to the best of my knowledge and belief, the following information is true:

(check one) ☐ I have reviewed the above-described affidavit, and the information contained therein is true and complete as of _____

(enter today's date)

☒ I have reviewed the above-described affidavit, and I am submitting a new affidavit which includes changes, deletions or supplemental information to those paragraphs of the above-described affidavit indicated below:

(Check if applicable)

☒ Paragraph B-1

☐ Paragraph C-1

☒ Paragraph B-2

☐ Paragraph C-2

☐ Paragraph B-3

☐ Paragraph C-3

WITNESS the following signature:

(check one)

[Signature]

☐ applicant

☒ applicant's authorized agent

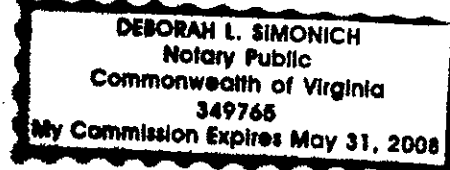
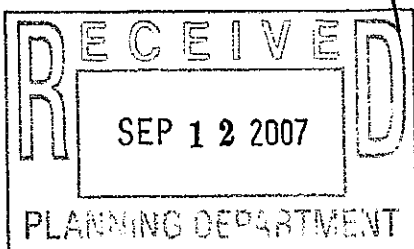
Stephen T. Plescow, Agent

(Type or print first name, middle initial, last name and title of signee)

Subscribed and sworn to before me this 11th day of September, 2007,
in the State/Commonwealth of Virginia, County/City of Fairfax

Deborah L. Simonich
Notary Public
Deborah L. Simonich

My Commission expires: May 31, 2008



A-65

LOUDOUN COUNTY
DISCLOSURE OF REAL PARTIES IN INTEREST

A. DIRECTIONS

1. Mandatory disclosures shall include PARTNERSHIPS, CORPORATIONS, or TRUSTS, to include the names of beneficiaries, broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 100 shareholders, that has no shareholder owning 1% or more of any class of stock. In the case of an applicant, title owner, contract purchaser, or lessee of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all its partners (general and limited), of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 1% or more of the applicant, title owner, contract purchaser, or lessee of the land.
2. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.
3. All applicants for zoning map amendment petitions, special exceptions, commission permits, certificates of appropriateness and variances are requested, but not required, to complete Section C of this form entitled *Voluntary Disclosures*. No application will be rejected for applicant's failure to complete Section C.
4. Prior to each and every public hearing on a Zoning Map Amendment, Zoning Concept Plan Amendment, Zoning Ordinance Modification, Special Exception, Commission Permit, Certificate of Appropriateness or Variance, and prior to Board action, the applicant shall review the affidavit and provide any changed or supplemental information including business or financial relationships of the type described above, that arise on or after the date of this application. A "Reaffirmation of Affidavit" form is available for your use online at: <http://inetdocs.loudoun.gov/planning/docs/documentsandfor/index.htm>
5. These adopted Disclosure of Real Parties in Interest Affidavit and Reaffirmation of Affidavit forms shall not be altered or modified in any way. Any form that is altered or modified in any way will not be accepted.
6. As used in this section "real parties in interest" shall include all sole or joint property owners, parties who have legal interest in the protection of the property such as a trustee or executor, parties who have an equitable or beneficial interest in the property, such as beneficiaries of a trust, and, in the case of corporations, all stockholders, officers, and directors. Pursuant to Section 15.2-2289, the requirement of listing names of stockholders, officers, and directors shall not apply to a corporation whose stock is traded on a national or local stock exchange and having more than 500 shareholders. In the case of a condominium, the requirement shall apply only to the title owner, contract purchaser, or lessee if they own 10% or more of the units in the condominium.

9/11/07

APPLICATION NUMBER: SPEX 2006-0039I, Stephen T. Plescow, Agent, do hereby state that I am an applicant☒ applicant's authorized agent listed in Section B.1. belowin Application Number(s): SPEX 2006-0039

and that to the best of my knowledge and belief, the following information is true:

B. MANDATORY DISCLOSURES**1. NAMES AND ADDRESSES OF REAL PARTIES IN INTEREST**

The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS** and **LESSEES** of the land described in the application* and if any of the forgoing is a **TRUSTEE**** each **BENEFICIARY** of such trust, and all **ATTORNEYS**, and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application. Multiple relationships may be listed together. For multiple parcels, list the Parcel Identification Number (PIN) of the parcel(s) for each owner(s).

| PIN | NAME (First, M.I., Last) | ADDRESS (Street, City, State, Zip Code) | RELATIONSHIP (listed in bold , above) |
|-------------|---------------------------------------|---|---|
| | Woodland Properties, LLC | 2100 Reston Parkway, Suite 500 Reston, VA 20191 | Applicant |
| | Stanley-Martin Woodlands, LLC | 11111 Sunset Hills Drive, Suite 200 Reston, VA 20190 | Title Owner |
| | Woodlands Neighborhoods, LLC | 11111 Sunset Hills Drive, Suite 200 Reston, VA 20190 | Title Owner |
| | WCI Mid-Atlantic U.S. Region, Inc. | 2100 Reston Parkway, Suite 500 Reston, VA 20191 | Title Owner |
| 282-49-9940 | Renaissance at Woodlands, LLC | 11111 Sunset Hills Road, Ste 200 Reston, VA 20190 | Title Owner |
| 282-40-9163 | Mira K. and Kashyap K. Sheth | 41172 Black Branch Parkway Leesburg, VA 20175 | Title Owners |
| 282-40-1063 | Joseph W. and Beth M. Turbiville | 22422 Dinah Place Leesburg, VA 20175 | Title Owners |
| 282-40-0182 | Jonathan M. & Julie Linton | 22419 Dinah Place Leesburg, VA 20175 | Title Owners |

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

☒ Real Parties of Interest information is continued on an additional copy of Page B-1

If multiple copies of this page are provided please indicate Page 1 of 4 pages.

A-67

9/11/07

APPLICATION NUMBER: SPEX 2006-0039

| | | | |
|-------------|---|---|--------------|
| 282-49-8972 | Robert J. Coulter, Jr. and Dawn D. Coulter | 22427 Dinah Place Leesburg, VA 20175 | Title Owners |
| 281-19-4302 | Sunny Saini & Mariluz Cabana | 22392 Nickman Way Leesburg, VA 20175 | Title Owners |
| 282-39-5136 | John H. Coleman III and Lanay B. Coleman | 41049 Indigo Place Leesburg, VA 20175 | Title Owners |
| 282-39-8051 | Dean & Tyler Craft | 22494 Dinah Place Leesburg, VA 20175 | Title Owners |
| 281-19-7509 | Brent Anderson, Ute Aus, Dem Bruch | 22408 Aging Oak Drive Leesburg, VA 20175 | Title Owners |
| 282-49-1522 | Gary Cuppett | 22480 Amori Lane Leesburg, VA 20175 | Title Owner |
| 282-49-3437 | Robert & Cathryn Maletick | 22458 Tess Drive Leesburg, VA 20175 | Title Owners |
| 282-49-3644 | Charles Sarahan II and Christina Sarahan | 22454 Tess Drive Leesburg, VA 20175 | Title Owners |
| 282-49-5352 | Angela Marshall | 22445 Aging Oak Drive Leesburg, VA 20175 | Title Owner |
| 282-49-4630 | Edgar & Hortencia RS Carranza Heydi & Leandro Rodriguez | 22461 Aging Oak Drive Leesburg, VA 20175 | Title Owners |
| 282-49-8065 | Green Mill Preserve Homeowners Association, Inc. | c/o WCI Mid-Atlantic U.S. Region, Inc.; Attn: S. Plescow 2100 Reston Parkway, #500 Reston, VA 20191 | Title Owner |
| 282-40-4817 | Carlos A. and Meredith Bolado | 41149 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 282-40-5920 | Jason A. Garman and Elizabeth M. Bassotti | 41153 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 282-40-6244 | Harshana N. and Mekala S. Nanayakkara | 41160 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 282-40-7349 | Mahmoud Abdalla | 41164 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 282-40-9640 | Donald W. and Cicely Reese | 41169 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 242-45-0648 | Kent and Trang Watsen | 41173 Black Branch Parkway Leesburg, VA 20175 | Title Owner |
| 282-40-3306 | Songsong and Yolanda E. Shi | 22486 Wilderness Acres Circle Leesburg, VA 20175 | Title Owner |
| 282-30-2997 | John T. and Mary Pat Simmons | 22490 Wilderness Acres Circle Leesburg, VA 20175 | Title Owner |
| 282-30-2588 | Robert A. and Diane M. Kayajian | 22494 Wilderness Acres Circle Leesburg, VA 20175 | Title Owner |
| 282-30-2077 | Erich and Rachel Weber | 22498 Wilderness Acres Circle Leesburg, VA 20175 | Title Owner |

If multiple copies of this page are provided please indicate Page 2 of 4 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 3

APPLICATION NUMBER: SPEX 2006-0039

| | | | |
|-------------|---|---|------------------------------|
| 282-49-5105 | James L. and Chiyo Cannon | 41050 Dorati Square Leesburg, VA 20175 | Title Owner |
| 282-49-5404 | Claudia Reda | 41052 Dorati Square Leesburg, VA 20175 | Title Owner |
| 282-49-5703 | Clarence Selph | 41054 Dorati Square Leesburg, VA 20175 | Title Owner |
| | Michael and Susan B. Rau | 1404 Harle Place SW Leesburg, VA 20175 | Contract Purchaser |
| 282-40-2770 | Eric D. and Jennifer D. West | 20250 Ordinary Place Ashburn, VA 20147 | Contract Purchaser |
| 282-49-5816 | Robert S. Gosselin and Sharon D. & Dawn M. Gosselin | 4400 Milroy Crest Street #3105 Fairfax, VA 22030 | Contract Purchaser |
| 282-49-6813 | Kerdene L. De Priest | 4056 Laar Court Fairfax, VA 22033 | Contract Purchaser |
| 282-40-3616 | Stephen L. & Amy E. Hutchens | 22482 Wilderness Acres Circle Leesburg, VA 20175 | Title Owners |
| | Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. | 1 E. Market Street, 3 rd Floor Leesburg, VA 22042 | Attorneys/Planners/ Agent |
| | Urban Engineering & Associates, Inc. t/a Urban Ltd. | 7712 Little River Turnpike Annandale, Virginia 22003 | Engineers/Agent |

If multiple copies of this page are provided please indicate Page 3 of 4 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 4

APPLICATION NUMBER: SPEX 2006-0039

LISTING OF INDIVIDUAL AGENTS

1. **Stanley-Martin Woodlands, LLC**
David W. Duggar
Randy Brown (nmi)
2. **Renaissance at Woodlands, LLC**
Albert H. Small, Jr.
3. **Woodland Properties, LLC**
Stephen T. Plescow
Albert H. Small, Jr.
Jeffrey Lastner
Margaret Hackbarth
4. **Woodland Neighborhoods, LLC**
David W. Duggar
Randy Brown (nmi)
5. **WCI Mid-Atlantic U.S. Region, Inc.**
Stephen T. Plescow
Albert H. Small, Jr.
Jeffrey Lastner
Margaret Hackbarth
6. **Walsh, Colucci, Lubeley, Emrich & Walsh, PC**
J. Randall Minchew, Esq.
William J. Keefe
Michael G. Romeo
Christine E. Gleckner
7. **Urban Engineering & Associates, Inc. t/a Urban Ltd.**
Joshua E. Orndorff
Eric S. Siegel
Jeffrey L. Gilliland

If multiple copies of this page are provided please indicate Page 4 of 4 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 5

APPLICATION NUMBER: SPEX 2006-0039

2. NAMES OF CORPORATION SHAREHOLDERS

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Stanley-Martin Woodlands, LLC
11111 Sunset Hills Drive, Suite 200, Reston, VA 20190

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| Martin K. Alloy, Manager | |
| Steven P. Alloy, Manager | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--|--------------------------------------|
| Martin K. Alloy, Chairman, Treasurer | Steven B. Alloy, President |
| Michael I. Roman, CFO | |
| Gordon G. Thomas, VP, Southern MD Division | David W. Duggar, VP, No. VA Division |
| Stuart M. Ginsberg, VP, GC & Secretary | Sharon L. DeFalco, Asst. Secretary |
| Janet B. O'Grady, Controller | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 1 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Woodland Properties, LLC**2100 Reston Parkway, Suite 500, Reston, VA 20191**

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--|--------------------------------------|
| WCI Mid-Atlantic U.S. Region, Inc., Member | |
| Jerry L. Starkey, Manager | |
| James P. Dietz, Manager | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|-------------------------------------|--------------------------------------|
| Albert H. Small, Jr., President | James P. Dietz, SVP |
| Vivien N. Hastings, SVP & Secretary | James D. Cullen, VP & Asst Secretary |
| | Lisa Spencer, VP |
| Jeffrey Lastner, VP | Ernest J. Scheidermann, VP & Treas. |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2If multiple copies of this page are provided please indicate Page 2 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Woodland Neighborhoods, LLC**11111 Sunset Hills Drive, Suite 200, Reston, VA 20190**

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| Martin K. Alloy, Manager | |
| Steven B. Alloy, Manager | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--|--------------------------------------|
| Martin K. Alloy, Chairman, Treasurer | Steven B. Alloy, President |
| Michael I. Roman, CFO | |
| Gordon G. Thomas, VP, Southern MD Division | David W. Duggar, VP, No. VA Division |
| Stuart M. Ginsberg, VP, GC & Secretary | Sharon L. DeFalco, Asst. Secretary |
| Janet B. O'Grady, Controller | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2If multiple copies of this page are provided please indicate Page 3 of 10 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 8

APPLICATION NUMBER: SPEX 2006-0039

2. NAMES OF CORPORATION SHAREHOLDERS

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Renaissance at Woodlands, LLC

2100 Reston Parkway, Suite 500, Reston, VA 20191

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|---------------------------------------|--------------------------------------|
| Stanley-Martin Woodlands, LLC, Member | |
| Woodland Properties, LLC, Member | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| N/A | |
| | |
| | |
| | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 4 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

WCI Mid-Atlantic U.S. Region, Inc.
2100 Reston Parkway, Suite 500, Reston, VA 20191

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| WCI Communities, Inc. | |
| | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--|--------------------------------------|
| Albert H. Small, Jr., President/Director | William Rowe, Vice President |
| | Ernest J. Scheidemann, VP/Asst Treas |
| James D. Cullen, VP/Assistant Secretary | Margaret Hackbarth, VP/Secretary |
| Robert Grabner, Vice President | James P. Dietz, Director |
| Vivien N. Hastings, VP/Assistant Secretary | Jerry L. Starkey, Director |
| Jeffrey Lastner, Vice President | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 5 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

WCI Communities, Inc.**2100 Reston Parkway, Suite 500, Reston, VA 20191**

Description of Corporation:

☐ *There are 100 or fewer shareholders and all shareholders are listed below.*☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*☒ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| Traded on NYSE. | |
| | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2If multiple copies of this page are provided please indicate Page 6 of 10 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 11

APPLICATION NUMBER: SPEX 2006-0039

2. NAMES OF CORPORATION SHAREHOLDERS

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Green Mill Preserve Homeowners Association, Inc.
c/o WCI Communities; Attn: S. Plescow
2100 Reston Parkway, Suite 500, Reston, VA 20191

Description of Corporation:

 There are 100 or fewer shareholders and all shareholders are listed below.

 There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.

 There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|---|--------------------------------------|
| A non-stock, non-profit corporation with no shareholders. | |
| | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| | |
| | |
| | |
| | |

Check if applicable:

☒ Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 7 of 10 pages.

A-77

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the shareholders of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all officers and directors of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
1 E. Market Street, 3rd Floor, Leesburg, Virginia 20176

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| David J. Bomgardner | E. Andrew Burcher |
| Thomas J. Colucci | Peter M. Dolan, Jr. |
| Jay du Von | Jerry K. Emrich |
| William A. Fogarty | John H. Foote |
| H. Mark Goetzman | Bryan H. Guidash |
| Michael D. Lubeley | J. Randall Minchew |
| M. Catharine Puskar | John E. Rinaldi |
| Lynne J. Strobel | Garth M. Wainman |
| Nan E. Walsh | Martin D. Walsh |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| | |
| | |
| | |
| | |

Check if applicable:

Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 8 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039

2. NAMES OF CORPORATION SHAREHOLDERS

The following constitutes a listing of the shareholders of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all officers and directors of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

Urban Engineering & Associates, Inc. t/a Urban Ltd
7712 Little River Turnpike, Annandale, Virginia 22003

Description of Corporation:

☒ There are 100 or fewer shareholders and all shareholders are listed below.

☐ There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.

☐ There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| Barry B. Smith | |
| J. Edgar Sears, Jr. | |
| Brian A. Sears | |
| | |
| | |
| | |
| | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| | |
| | |
| | |
| | |
| | |

Check if applicable:

☐ Additional shareholder information is continued on an additional Page B-2

If multiple copies of this page are provided please indicate Page 9 of 10 pages.

APPLICATION NUMBER: SPEX 2006-0039**2. NAMES OF CORPORATION SHAREHOLDERS**

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 1% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation (complete name, street address, city, state, zip)

HGS, LLC d/b/a Angler Environmental
12801 Randolph Ridge Lane, #102, Manassas, Virginia 20109

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 1% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 1% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

Names of shareholders (first name, middle initial and last name)

| SHAREHOLDER NAME (First, M.I., Last) | SHAREHOLDER NAME (First, M.I., Last) |
|--------------------------------------|--------------------------------------|
| John T. Hazel, III | |
| Edward L. Goodwin, Jr. | |
| Don J. Seaborn, Jr. | |
| | |
| | |
| | |

Names of Officers and Directors (first name, middle initial and last name & title, e.g. President, Secretary, Treasurer, etc.)

| NAME (First, M.I., Last) | Title (e.g. President, Treasurer) |
|--------------------------|-----------------------------------|
| | |
| | |
| | |
| | |
| | |
| | |

Check if applicable:

☐ Additional shareholder information is continued on an additional copy of Page B-2

If multiple copies of this page are provided please indicate Page 10 of 10 pages.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page B 15

APPLICATION NUMBER: SPEX 2006-0039

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address (complete name, street address, city, state, zip)

None

☐ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

| NAME (First, M.I., Last) | Title (e.g. General Partner, Limited Partner, etc) |
|--------------------------|--|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Check if applicable:

☐ Additional Partnership information is included on an additional copy of page B-3.

4. One of the following options **must** be checked

☐ In addition to the names listed in paragraphs B. 1, 2, and 3 above, the following is a listing of any and all other individuals who own in the aggregate (directly as a shareholder, partner, and beneficiary of a trust) 1% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

☒ Other than the names listed in B. 1, 2 and 3 above, no individual owns in the aggregate (directly as a shareholder, partner, and beneficiary of a trust) 1% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

Check if applicable:

☐ Additional information for Item B. 3. is included on an additional copy of page B-3.

DATE AFFIDAVIT IS NOTARIZED: 9/11/07

Page C 1

APPLICATION NUMBER: _____

C. VOLUNTARY DISCLOSURE

1. That no member of the Loudoun County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (If none, so state).

2. That within the twelve-month period prior to the public hearing for this application, no member of the Loudoun County Board of Supervisors, Board of Zoning Appeals, or Planning Commission or any member of his immediate household and family, either individually, or by way of partnership in which any of them is a partner, employee, agent or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent or attorney or holds 1% or more of the outstanding bonds or shares of stock of a particular class, has or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of \$100 or more, singularly or in the aggregate with any of those listed in Section B, above.

EXCEPT AS FOLLOWS: (If none, so state).

3. The following constitutes a listing of names and addresses of all real parties in interest in the real estate which is the subject of this application, including the names and addresses of all persons who hold a beneficial interest in the subject property, who have, within five years of the application date, contributed, by gift or donation, more than one hundred dollars to any current member of the Board of Supervisors:

| NAME (First, M.I., Last) | ADDRESS (Street, City, State, Zip Code) |
|--------------------------|---|
| | |
| | |
| | |
| | |
| | |

___ Additional County-Official information for Item C is included on an additional page C-1.

If multiple copies of this page are provided please indicate Page ____ of ____ pages.

Revised March 2007

A-83

D.

That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 1% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, OR LESSEE of the land have been listed and broken down, and that prior to each public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Section C. above, that arise on or after the date of this application.

WITNESS the following signature:




Check one: () Applicant or ☒ applicant's Authorized Agent

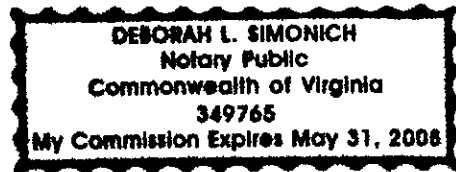
Stephen T. Plescow, Agent

(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 11th day of September 2007.
In the State/Commonwealth of Virginia, in the County/City of Fairfax.


Notary Public

My Commission Expires: May 31, 2008



A-84